

## 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
<b>BILLS THAT PASSED THE 2009 LEGISLATURE AND WERE SIGNED INTO LAW</b>							
<a href="#">HB 1000</a> <a href="#">Bill as Passed Leg.</a>	<a href="#">SB 5234</a> Dead	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"> <li>•Right of Way Plans – Including Deeds, Permits, Access Permits, Easements, etc.</li> <li>•Utilities – Plans, Permits, Agreements, etc.</li> <li>•Environmental Commitments</li> <li>•Bridge Site Data</li> <li>•Construction Contract and As Built Plans</li> <li>•Any other pertinent information that may be necessary</li> </ul>	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	4/10 Speaker Signed 4/13 President Signed 4/23 Governor Signed  <a href="#">Chapter 184, 2009 Laws</a> Effective 7/26/2009
<a href="#">SHB 1010</a> <a href="#">Bill as Passed Leg.</a>		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	4/9 Speaker Signed 4/10 President Signed 4/20 Governor Signed  <a href="#">Chapter 132, 2009 Laws</a> Effective 7/26/2009
<a href="#">SHB 1081</a> <a href="#">Bill as Passed Leg.</a>		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	4/24 Speaker Signed 4/25 President Signed 5/11 Governor Signed  <a href="#">Chapter 435, 2009 Laws</a> Effective 7/26/2009

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<a href="#">SSHB 1172</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">SSB 5165</a> Dead	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	<i>4/24 Speaker Signed 4/25 President Signed 5/14 Governor Signed</i>  <a href="#">Chapter 474, 2009 Laws</a> Effective 7/26/2009
<a href="#">HB 1448</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">SB 5331</a> Dead	Hurst, Roach, Simpson, et.al.	The bill would give the Tribes speed limit setting authority equal with cities (for city streets that are also state highways) where nonlimited access state highways cross reservation boundaries.	The bill does not affect 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	<i>4/21 Speaker Signed 4/22 President Signed 5/7 Governor Signed</i>  <a href="#">Chapter 383, 2009 Laws</a> Effective 7/26/2009

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<a href="#">SSHB 1481</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">SB 5418</a> Dead	Eddy, Crouse, McCoy, et.al.	Encourages the transition to electric vehicle use (and greater availability of other alternative fuels) by developing the infrastructure for vehicle battery charging and changing stations and sale of alternative fuels (bio-fuels) at rest areas.	Encourages the transition to electric vehicle use and expedites the establishment of electric vehicle infrastructure to reduce greenhouse gas emissions through requirements directed at WSDOT, PSRC, and certain cities and counties within PSRC. Requires all state agencies to achieve 40% fuel usage from electricity or biofuel by 6/1/13. Authorizes an alternative fuels pilot project at WSDOT. Requires CTED to develop model ordinances, development regulations, and guidance for local governments regarding the siting and installation of electric vehicle infrastructure.	This 2nd substitute adds a requirement for the PSRC to seek federal or private funding related to electric vehicle infrastructure efforts and authorizes a WSDOT alternative fuels corridor pilot project.  This 2nd substitute bill removes provisions regarding special property tax for electric vehicle infrastructure and sales and use tax for the sale of electric vehicles, apart from electric vehicle batteries and infrastructure.	Yes/ Partial	<i>4/25 Speaker Signed 4/26 President Signed 5/12 Governor Signed</i>  <a href="#">Chapter 459, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESHB 1512</a>  <a href="#">Bill as Passed Leg.</a>		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	<i>4/9 Speaker Signed 4/10 President Signed 4/21 Governor Signed</i>  <a href="#">Chapter 160, 2009 Laws</a> Effective 7/26/2009
<a href="#">SHB 1793</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">SB 5743</a> Dead	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.	This is a substitute, prior versions including defining a committee for scoring and prioritizing grant proposals and a set a side of funding. Both of these provisions have been removed. Also the purpose of contracting with a non-profit was to provide a safe routes center for supporting the program, this was removed.	This substitute bill eliminates the fiscal impact created in the original bill by removing funding requirements. (It removes the funding requirements for Safe Routes to Schools, a statewide advisory committee, and increased state and federal funding access for cities, counties, and the state for investment on bicycle facilities and pedestrian walkways. It also removes the requirement to establish and fund an ongoing state center.)	Yes/Full	<i>4/21 Speaker Signed 4/22 President Signed 5/7 Governor Signed</i>  <a href="#">Chapter 392, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESHB 1959</a>  <a href="#">Bill as Passed Leg.</a>		Simpson, Rodne, Williams, Armstrong	This bill would implement the Governor's Container Ports Land Use Work Group recommendations.	The engrossed substitute bill changes the language in section 2 to require that there is consistency between the port element of the comprehensive plan and the port comprehensive scheme of development. The amendment removes the adjective "marine industrial" from the description of the port element of the comprehensive plan. The substitute also requires cities and ports to ensure that the marine industrial port element of the city comprehensive plan and the port comprehensive scheme are consistent.	The substitute bill adds cities with marine industrial ports over \$20 million of annual operating revenues to those allowed to have marine industrial port elements in their comprehensive plans.  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	<i>4/25 Speaker Signed 4/26 President Signed 5/15 Governor Signed</i>  <a href="#">Chapter 514, 2009 Laws</a> Effective 7/26/2009

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<a href="#">EHB 1967</a>  <a href="#">Bill as Passed Leg.</a>		White, Campbell, Nelson, et.al.	This bill prohibits expansions of urban growth areas into one hundred-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	<i>4/21 Speaker Signed 4/22 President Signed 5/5 Governor Signed</i>  <a href="#">Chapter 342, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESHB 1978</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">SB 5458</a> Dead	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.	Contractors and local entities are affected by this bill, either positively by the impact of accelerated federal stimulus projects or negatively by the reduction of state funds.	This bill relates to economic stimulus transportation funds and supplemental appropriations. The bill provides authority to WSDOT to spend up to \$341.4 million in federal funds provided through the federal American Recovery and Reinvestment Act (ARRA) signed by President Obama on February 17, 2009. It also updates the \$7.4 billion 2007-2009 Transportation Budget, reducing current state spending by over \$600 million while adding ARRA authority of \$341 million, to arrive at a final biennial budget of \$7.1 billion.	No	<i>3/4 Speaker Signed 3/4 President Signed 3/5 Governor Signed</i>  <a href="#">Chapter 8, 2009 Laws</a> Effective 3/5/2009
<a href="#">ESHB 2072</a>  <a href="#">Bill as Passed Leg.</a>		Wallace, Clibborn, Wood	The engrossed bill strengthens the role of the Agency Council on Coordinated Transportation (ACCT) and establishes the ACCT as a statewide authority. ACCT is given new duties, and is reauthorized until 6/30/11.	Sections 9, 10, and 11 require two MPOs to form and staff a local coordinating coalition, identify local service needs, and complete a pilot project. Section 11 also requires staff from two transit agencies and two Medicaid brokers to participate in and plan the pilot project. This bill would affect two MPOs (PSRC and RTC). Section 9 requires RTPOs to provide staff support to local coordinating coalitions (LCCs). (If there are counties from more than one RTPO included in the LCC than the RTPO for the county with the largest population is to provide the staff support.) This bill affects the following state agencies in addition to WSDOT: Department of Social and Health Services, Department of Health, Office of the Superintendent of Public Instruction, Department of Veterans Affairs, and Washington State Patrol.	Funding for the cost of the activities is assumed to be provided by grants from WSDOT. Total local government costs, which include staff, meetings, travel, and planning, are estimated to be \$266,000. In addition, the WSDOT assumes one Transportation Planning Specialist 4 (TPS4) position would be required to coordinate, facilitate, report, and provide necessary staff support for the council and to compile performance measurements.	Yes/Full	<i>4/21 Speaker Signed 4/22 President Signed 5/15 Governor signed— partially vetoed</i>  <a href="#">Governor's veto message of Sections 2, 5, 6, 7, &amp; 19</a>  <a href="#">Chapter 515, 2009 Laws PV</a> Effective 7/26/2009

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<a href="#">HB 2129</a>  <a href="#">Bill as Passed Leg.</a>		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	<i>4/21 Speaker Signed 4/22 President Signed 4/23 Governor signed— partially vetoed</i>  <a href="#">Governor's veto message of Section 4</a>  <a href="#">Chapter 448, 2009 Laws PV</a> Effective 7/26/2009
<a href="#">SB 5028</a>  <a href="#">Bill as Passed Leg.</a>		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	<i>4/15 President Signed 4/18 Speaker Signed 4/28 Governor Signed</i>  <a href="#">Chapter 260, 2009 Laws</a> Effective 7/26/2009
<a href="#">SSSB 5045</a>  <a href="#">Bill as Passed Leg.</a>		Kilmer, Zarelli, Brown, et.al.	This bill would allow local governments to create revitalization areas and use certain tax revenues within the area to finance local public improvements.	Reduces the statewide contribution and per project limits. Adds a date by when DOR must begin accepting applications.	Local governments would be allowed to increase their sales and use tax rates to finance community revitalization projects.	Yes/Full	<i>4/21 President Signed 4/21 Speaker Signed 4/29 Governor Signed</i>  <a href="#">Chapter 270, 2009 Laws</a> Effective 7/26/2009

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<a href="#">SB 5180</a> <a href="#">Bill as Passed Leg.</a>		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	<i>4/20 President Signed 4/21 Speaker Signed 4/29 Governor Signed</i>  <a href="#">Chapter 274, 2009 Laws</a> Effective 7/26/2009
<a href="#">SB 5289</a> <a href="#">Bill as Passed Leg.</a>		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	Yes/Full	<i>4/20 President Signed 4/21 Speaker Signed 4/29 Governor Signed</i>  <a href="#">Chapter 277, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESSB 5352</a> <a href="#">Bill as Passed Leg.</a>	<a href="#">HB 1314</a> Dead	Haugen, Marr	This is Governor Gregoire's proposed 2009-11 biennium Transportation budget, which was introduced in the Senate by request of the Governor.	The bill makes transportation appropriations for WSDOT (which includes Transportation Planning, Data, and Research—Program T) and other transportation agencies.	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	<i>4/26 President Signed 4/26 Speaker Signed 4/13 Governor signed— partially vetoed</i>  <a href="#">Governor's veto message of Sections 215(2), 215(4), 217(9), 602, &amp; 715</a>  <a href="#">Chapter 470, 2009 Laws PV</a> Effective 5/13/2009

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<a href="#">SB 5540</a> <a href="#">Bill as Passed Leg.</a>	<a href="#">HB 1677</a> Dead	Pridemore, Hargrove, Marr, et.al.	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	<i>4/21 President Signed 4/21 Speaker Signed 4/29 Governor Signed</i>  <a href="#">Chapter 280, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESSSB 5560</a> <a href="#">Bill as Passed Leg.</a>		Ranker, Swecker, Brown, et.al.	Requires all state agencies to report and reduce energy consumption that exceed the statewide greenhouse gas emission reduction goals.	This engrossed second substitute version clarifies fuel efficiency exemptions relating to motor pool passenger vehicles used by WSP and for natural resource management purposes. It also extends the deadline to complete energy audits from July 1 to December 1, 2013.	The second substitute bill requires that funding be made available before the bill could take effect and clarifies exemption of fuel standards to vehicles used for emergency and certain natural resource management purposes.	Yes/Full	<i>4/23 President Signed 4/24 Speaker Signed 5/15 Governor Signed— partially vetoed</i>  <a href="#">Governor's veto message of Sections 3, 4, &amp; 7</a>  <a href="#">Chapter 519, 2009 Laws PV</a> Effective 7/26/2009**
<a href="#">SB 5587</a> <a href="#">Bill as Passed Leg.</a>	<a href="#">HB 1910</a> Dead	Pridemore	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.	Yes/Full	<i>4/14 President Signed 4/15 Speaker Signed 4/24 Governor Signed</i>  <a href="#">Chapter 211, 2009 Laws</a> Effective 7/26/2009
<a href="#">SB 5642</a> <a href="#">Bill Passed Leg.</a>	<a href="#">HB 1037</a> Dead	Kauffman, Berkey, Sheldon	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	<i>4/15 President Signed 4/18 Speaker Signed 4/28 Signed by Governor</i>  <a href="#">Chapter 262, 2009 Laws</a> Effective 7/26/2009
<a href="#">ESSB 5768</a> <a href="#">Bill as Passed Leg.</a>		Murray, Jarrett, Swecker, Haugen, Kohl-Welles	Identifies the final design for SR99 Alaskan Way viaduct replacement project as a deep bore tunnel.	The study will be a considerable undertaking by the agency planning offices, and will require coordination between the agency and local jurisdictions.	Requires the project finance plan to include state funding not to exceed \$2.4b to also include at least \$400m in toll revenue.	Yes/Full	<i>4/25 President Signed 4/25 Speaker Signed 5/12 Governor Signed</i>  <a href="#">Chapter 458, 2009 Laws</a> Effective 7/1/2009

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<a href="#">ESSSB 5854</a>  <a href="#">Bill as Passed Leg.</a>		Kilmer, Pridemore, Ranker, et.al.	Establishes performance standards, benchmarking, and other reporting requirements for state public buildings; requires utilities to record and disclose energy consumption data for state 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.	All WSDOT organizations with owned or leased facilities specific to their programs would need to comply with the provisions as set forth in Section 8 of this bill, including: -- Ferries - Vessels, terminals, offices -- Space and Lease management - office spaces  External -- The Dept of General Administration - Required to administer and coordinate provisions of bill -- Utility Companies - Required to maintain records and report and upload energy consumption data	The intent of the proposed legislation is to reduce energy consumption through a series of tracking efforts in collaboration with utility companies and the Department of General Administration. Section 10 of this legislation appears to address the initial and ongoing investment qualifying public agencies will incur to implement the provisions of section 8, and other sections as appropriate. Requiring utility companies to track consumption data would assist stakeholders in tracking emissions, but may also result in increased utility costs to those customers.	Yes/Full	<i>4/21 President Signed</i> <i>4/21 Speaker Signed</i> <i>5/8 Governor Signed</i>  <a href="#">Chapter 423, 2009 Laws</a> Effective 7/26/2009
<a href="#">SB 5989</a>  <a href="#">Bill as Passed Leg.</a>		Sheldon	The bill revises provisions regarding the greenhouse gas emissions performance standard for electricity generating utilities.	Internal: -- Facilities and Highway Services  External: - Washington Utilities and Transportation Commission - changes in the commission's authority - Utility providers - impacts to cost of providing power	This bill defines long-term financial commitments for the purpose of RCW 80.80.060 (6) to include ownership or power purchase agreements with at term of five or more years associated with renewable resources. It is unclear if this could affect utility rates.	No	<i>4/9 President Signed</i> <i>4/10 Speaker Signed</i> <i>4/20 Governor Signed</i>  <a href="#">Chapter 147, 2009 Laws</a> Effective 7/26/2009

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<a href="#">ESB 5995</a>  <a href="#">Bill as Passed Leg.</a>	<a href="#">HB 2087</a> Dead	Pridemore, Schoesler, Honeyford	This bill proposes to eliminate certain statutorily required boards, committees, and commissions.	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. This bill transfers the eliminated groups' duties as well as deletes all mentions of the groups from other state laws. This bill's effective date is June 30, 2009.	None	Yes/Full	<i>4/26 President Signed 4/26 Speaker Signed 5/19 Governor Signed</i>  <a href="#">Chapter 560, 2009 Laws</a> Effective 6/30/2009
<a href="#">SJM 8006</a>  <a href="#">Bill as Passed Leg.</a>		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	<i>4/13 President Signed 4/15 Speaker Signed 4/20 Governor Signed</i>  <a href="#">Chapter 147, 2009 Laws</a> Effective 7/26/2009

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<b>DEAD BILLS</b>							
<a href="#">HB 1069</a> Dead		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.	Every transportation agency utilizing unshielded lighting for illumination, sign lighting, and other facility lighting would be impacted through the costs of compliance.	Yes/Full	General Government Appropriations Committee
<a href="#">SHB 1079</a> Dead	<a href="#">SB 5323</a> Dead	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	Government Operations and Elections Committee
<a href="#">HB 1083</a> Dead		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

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<a href="#">HB 1084</a> Dead		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
<a href="#">HB 1094</a> Dead	<a href="#">SB 5085</a> Dead	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
<a href="#">HB 1109</a> Dead	<a href="#">SB 6056</a> Dead	Sullivan, Lias, 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
<a href="#">HB 1163</a> Dead		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
<a href="#">HB 1209</a> Dead		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

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<a href="#">HB 1302</a> Dead		McCune, Campbell	This bill exempts a portion of SR7 that has lost its rural characteristics and has become considerably more developed.	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
<a href="#">HB 1313</a> Dead	<a href="#">SB 5351</a> Dead	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
<a href="#">SHB 1360</a> Dead		Ormsby, Orcutt, Simpson, et.al.	Establishes funding for residential infrastructure development program within CTED.	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	Ways and Means Committee
<a href="#">HB 1421</a> Dead		Anderson, Hasegawa, Chandler, et.al	Directs the Washington state institute for public policy to conduct a feasibility study.	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

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<a href="#">HB 1431</a> Dead	<a href="#">SB 5363</a> Dead	Sells, Lias, 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
<a href="#">HB 1432</a> Dead	<a href="#">SB 5364</a> Dead	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
<a href="#">SHB 1450</a> Dead	<a href="#">SSB 5239</a> Dead	Takko, Blake	Adds to the definition of a public facilities in RCW 43.160.020	Added "capitalized equipment valued in excess of four hundred thousand dollars for the maintenance of maritime transportation facilities".	None	Yes/Full	Ways and Means Committee
<a href="#">HB 1452</a> Dead	<a href="#">SB 5604</a> Dead	Dunshee, Seaquist, White, et.al.	This bill is the Governor's state stimulus proposal for entities funded from the Capital Budget.	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
<a href="#">HB 1490</a> Dead	<a href="#">SB 5687</a> Dead	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.	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	Rules Committee

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<a href="#">HB 1497</a> Dead		Hunter, Seaquist	This bill repeals several hundred RCWs that created state boards, commissions, advisory groups, and citizen committees.	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
<a href="#">HB 1504</a> Dead	<a href="#">SB 5027</a> Dead	Lias, Williams, Clibborn, et.al.	This bill enacts a termination 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
<a href="#">HB 1520</a> Dead		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
<a href="#">HB 1525</a> Dead		Kelley, Probst, Conway, et.al.	This bill amends and expands 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
<a href="#">HB 1575</a> Dead	<a href="#">SB 5394</a> Dead	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

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<a href="#">HB 1591</a> Dead		Upthegrove, Clibborn, Simpson, Liias	This bill expands the types of transportation improvements that can be funded by TBD 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	Rules Committee
<a href="#">HB 1605</a> Dead		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.	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	Rules Committee
<a href="#">HB 1629</a> Dead	<a href="#">SB 5162</a>	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
<a href="#">HB 1653</a> Dead	<a href="#">SB 5726</a> Dead	Simpson	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	Rules Committee

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<a href="#">HB 1705</a> Dead		Shea, Roach, Parker, et.al.	Changes the criteria for using Special Category C funding.	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
<a href="#">HB 1718</a> Dead		Upthegrove, Williams, Hudgins, et.al.	Rduces 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
<a href="#">HB 1736</a> Dead	<a href="#">SB 5872</a> Dead	Takko, Short	This bill amends the concurrency statutes of the GMA.	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
<a href="#">HB 1747</a> Dead		Rolfes, Chase, Upthegrove, et.al.	Establishes performance standards, benchmarking, and other reporting requirements for public buildings.	Requires energy use reductions in building 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.	Under this bill, many WSDOT facilities would require data collection with possible walk-through surveys and data entry into the EPA Energy Star Portfolio Manager. Investments in energy efficiency upgrades would require upfront investments, but could save money over time. Mandating utilities to provide utility use information in a consistent format will facilitate WSDOT's emissions inventory effort. This mandate could mean higher utility rates as costs are passed on to customers.	Yes/Full	Ways and Means Committee

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<a href="#">HB 1827</a> Dead		Rodne, Anderson, Herrera, Smith	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
<a href="#">HB 1828</a> Dead		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
<a href="#">HB 1833</a> Dead		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

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<a href="#">HB 1854</a> Dead		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	Rules Committee
<a href="#">HB 1873</a> Dead		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
<a href="#">HB 1894</a> Dead		Seaquist, Angel	Requires 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

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<a href="#">HB 2005</a> Dead		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
<a href="#">HB 2006</a> Dead		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	Rules Committee
<a href="#">HB 2009</a> Dead		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

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<a href="#">HB 2037</a> Dead		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.	This bill may conflict with the Governor's Management Framework and RCW 47.04.280 (4) and affects the Gray Notebook and its established reporting structure with OFM. The bill is unclear how the revised measures will/should connect to the Attainment Report.	WSDOT may need to create a new reporting structure and work with OFM to create new performance measures. WSDOT is not funded for this change.	No	Transportation Committee
<a href="#">HB 2039</a> Dead		Roach, Bailey, Kristiansen, et.al.	An act that requires WSDOT to initiate several coordination steps with regulatory agencies 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
<a href="#">HB 2041</a> Dead	<a href="#">SB 5914</a> Dead	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	Ways and Means Committee

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<a href="#">HB 2088</a> Dead		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.	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	Rules Committee
<a href="#">HB 2135</a> Dead		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.	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
<a href="#">HB 2151</a> Dead	<a href="#">SB 5994</a> Dead	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

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<a href="#">HB 2179</a> Dead		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.	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	Rules Committee
<a href="#">SB 5037</a> Dead		Stevens, Swecker, Benton	The bill would establish funding mechanisms for certain projects in statute which have traditionally been performed through the budget appropriation process.	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
<a href="#">SB 5118</a> Dead		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

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<a href="#">SB 5138</a> Dead		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 Ecology and Parks
<a href="#">SB 5330</a> Dead	<a href="#">HB 1524</a>	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

## 2009 Legislative Bills

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<a href="#">SB 5345</a> Dead		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
<a href="#">SB 5353</a> Dead		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
<a href="#">SB 5377</a> Dead		Kilmer, McCaslin, Kastama, et.al.	The residential infrastructure program is created in WSDOT to provide loans to eligible jurisdictions and grants to nonprofit organizations.	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	Ways and Means Committee

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<a href="#">SB 5428</a> Dead		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.
<a href="#">SB 5490</a> Dead	<a href="#">HB 1602</a> Dead	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.
<a href="#">SB 5493</a> Dead		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
<a href="#">SB 5548</a> Dead		Haugen, Jarrett, Fraser, Shin	This bill expands the types of developer improvements local governments must provide credits for when assessing impacts fees under the Growth Management Act.	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.	Yes/Full	House

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<a href="#">SB 5588</a> Dead		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	Rules Committee
<a href="#">SB 5589</a> Dead		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	Yes/Full	Rules Committee
<a href="#">ESSB 5682</a> Dead		Haugen, Marr	This bill requires the Secretary of Transportation to realign the department's regional boundaries.	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: * Eastern Region – Spokane. * Central Region –Yakima. * Olympic Region –Olympia / Lacey. * Puget Sound Region /Urban Corridors Office –Northwest.	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. Systems application and data modifications within the Department's financial and administrative systems are estimated to cost \$3.268 million. Additionally, local governments, TMAs, MPOs, etc., who have been served by the existing region structure will be impacted.	Yes/Full	Transportation Committee

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<a href="#">SB 5689</a> Dead		Ranker, Haugen, Marr	Declares the existing sources of transportation funding are not sustainable and directs the Joint Transportation Committee to conduct a study.	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
<a href="#">SB 5853</a> Dead		Kastama, Haugen, Marr, et.al.	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.	Expresses legislative intent that local land use decisions consider the economic contributions of container ports.	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.	Yes/Full	Transportation Committee
<a href="#">SB 6007</a> Dead		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.	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.	None	No	Government Operations and Elections Committee
<a href="#">SB 6030</a> Dead		Swecker, McCasin, Stevens	This bill amends the criteria for fully contained communities created outside of urban growth areas by counties fully planning under the GMA.	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.	None	No	Government Operations and Elections Committee

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<a href="#">SB 6040</a> Dead		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
<a href="#">SB 6064</a> Dead		Jarrett, Murray, Marr, et.al.	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.	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 exempts regional transportation projects from business and occupation taxes, retail sales taxes, use taxes, and public utility taxes.	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.	No	Transportation Committee
<a href="#">SSJM 8007</a> Dead		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

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<a href="#">SJR 8207</a> Dead		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