

# HOUSE BILL REPORT

## HB 2725

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**As Passed House:**  
February 10, 2012

**Title:** An act relating to the agency council on coordinated transportation.

**Brief Description:** Concerning the agency council on coordinated transportation.

**Sponsors:** Representative Ryu.

**Brief History:**

**Committee Activity:**

Transportation: 2/1/12 [DP].

**Floor Activity:**

Passed House: 2/10/12, 56-41.

**Brief Summary of Bill**

- Expands the voting membership of the Agency Council on Coordinated Transportation (ACCT) by two members: (1) a representative from a tribal government; and (2) a representative from the Department of Social and Health Services.
- Allows the ACCT to add nonvoting members as determined by the ACCT.
- Limits the support provided to the ACCT by the Washington State Department of Transportation to the amount that resources allow.
- Places the focus of the ACCT on projects to which members of the ACCT are willing to donate time, with an emphasis on coordinated transportation, cost and ride sharing, performance measures, mobility management, and addressing underserved populations.
- Removes the termination date for the ACCT and limits the section that repeals the ACCT statutes to: (1) the requirements for local coordinating coalitions; and (2) a completed work group.

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### HOUSE COMMITTEE ON TRANSPORTATION

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**Majority Report:** Do pass. Signed by 19 members: Representatives Clibborn, Chair; Billig, Vice Chair; Lias, Vice Chair; Armstrong, Ranking Minority Member; Eddy, Finn, Fitzgibbon, Hansen, Jinkins, Johnson, Klippert, Ladenburg, Moeller, Morris, Moscoso, Reykdal, Ryu, Takko and Upthegrove.

**Minority Report:** Do not pass. Signed by 10 members: Representatives Hargrove, Assistant Ranking Minority Member; Angel, Asay, Kristiansen, McCune, Overstreet, Rivers, Rodne, Shea and Zeiger.

**Staff:** David Munnecke (786-7315).

**Background:**

The Agency Council on Coordinated Transportation (ACCT) is a council of state agencies, transportation providers, consumer advocates, and legislators which was created in 1998 in order to advance and improve accessibility to and coordination of special needs transportation services statewide. The council is made up of 14 voting members, 11 of whom are appointed by the Governor according to certain statutory prescriptions, with the remaining three consisting of the Superintendent of Public Instruction, the Secretary of the Washington State Department of Transportation (WSDOT), and the Director of the Health Care Authority, or their designees. There are also four nonvoting members, one each from the two largest caucuses in both the House of Representatives and the Senate.

Since enactment, the ACCT has been reauthorized several times. In 2007 the Legislature reauthorized the ACCT until June 30, 2010, and modified and streamlined the ACCT's duties. In 2007 the Legislature also directed the Joint Transportation Committee to study legal and programmatic changes and best practices necessary for providing effective coordination of special needs transportation. That study, finalized in January 2009, resulted in a number of recommendations, including the need to strengthen the ACCT's role as a statewide oversight authority and to establish the necessary infrastructure that responds to local circumstances and needs.

In 2009 the ACCT was reauthorized until June 30, 2011, and all related sections of the Revised Code of Washington until June 30, 2012.

**Summary of Bill:**

The voting membership of the ACCT is expanded by two members: (1) a representative from a tribal government; and (2) a representative from the Department of Social and Health Services. The ACCT is also allowed to add nonvoting members as determined by the ACCT.

The support provided to the ACCT by the WSDOT is limited to the amount that resources allow.

The focus of the ACCT is directed to the projects on which members of the ACCT are willing to donate time, with an emphasis on:

- coordinated human services transportation;
- cost and ride sharing;

- performance measures;
- mobility management; and
- addressing underserved populations.

The termination date for the ACCT is eliminated. The section that repeals all of the ACCT statutes is limited solely to: (1) the requirements for local coordinating coalitions; and (2) a completed work group.

**Appropriation:** None.

**Fiscal Note:** Available.

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

**Staff Summary of Public Testimony:**

(In support) Since its creation 14 years ago, the ACCT has worked towards its goals, and it has continued to do so after its termination date in June 2011. The ACCT's efforts are required under federal law, and with the passage of this bill the ACCT would operate at no cost to the state. Under federal law, the ACCT or some other entity is required to authorize the regional transportation planning organization's coordinated transportation plans.

The ACCT brings together a wide variety of organizations involved in special needs transportation, and is the only place in the state where all of the special needs transportation groups can get together. Since its termination in statute, the ACCT has continued to meet on an ad hoc basis with no cost to the state. This bill brings the ACCT in line with federal requirements, and allows it to use Federal Transit Administration funds.

Traditionally, the Legislature has strongly supported public transit and Medicaid coordination. Doing so reduces costs by avoiding duplication, as was determined by a 2007 Joint Transportation Committee study. Now is not the time to stop working toward better coordination.

There is not one area of the state where the transportation of individuals with special needs is not having difficulties. Coordination of the various transportation providers is the best answer to the problem of getting people where they need to go.

Non-emergency medical transportation brokers are represented on the ACCT, and the sharing of resources with them is discussed there as well.

(Opposed) None.

**Persons Testifying:** Representative Ryu, prime sponsor; Don Chartock, Washington State Department of Transportation; Marge Tully, Pierce County Coordinated Transportation Coalition; and Jim Morris, Governor's Committee on Disability Issues and Employment.

**Persons Signed In To Testify But Not Testifying:** None.