

# HOUSE BILL REPORT

## SSB 5876

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As Reported By House Committee On:  
Transportation

**Title:** An act relating to ride sharing, vanpools, and public transportation facilities and vehicles.

**Brief Description:** Extending incentives for ride sharing and vanpools.

**Sponsors:** Senate Committee on Transportation (originally sponsored by Senators Prentice, Skratek, Sellar, M. Rasmussen and Winsley).

**Brief History:**

Reported by House Committee on:  
Transportation, April 1, 1993, DPA.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass as amended. Signed by 26 members: Representatives R. Fisher, Chair; Brown, Vice Chair; Jones, Vice Chair; Mielke, Assistant Ranking Minority Member; Brough; Brumsickle; Cothorn; Eide; Finkbeiner; Forner; Fuhrman; Hansen; Heavey; Horn; Johanson; J. Kohl; R. Meyers; Miller; H. Myers; Orr; Patterson; Quall; Sheldon; Shin; Wood; and Zellinsky.

**Minority Report:** Do not pass. Signed by 1 member: Representative Schmidt, Ranking Minority Member.

**Staff:** Brian McMorrow (786-7304).

**Background:** The commute trip reduction law requires that major employers in the state's eight largest counties reduce the number of their employees traveling to work by single-occupant vehicle. One effective strategy for meeting the commute trip reduction law's goals is to encourage commuters to participate in vanpool and ride-sharing programs.

**Summary of Amended Bill:** Passenger motor vehicles (vans and cars) that are used as ride-sharing vehicles for commuter ride-sharing and do not exceed 10,000 pounds, and passenger motor vehicles that are used as ride-sharing vehicles for the elderly or handicapped and carry at least five persons, including the driver, are exempt for 36 months from sales and use tax. If the vehicles are used for ride-sharing for

less than 36 months, the registered owner must notify the Department of Revenue and pay the appropriate sales or use tax due.

To qualify for the sales or use tax exemption, vehicles with five or six passengers, including the driver, operating within the state's eight largest counties will also be required to participate in a transit agency-sponsored or commute trip reduction law-required program.

Passenger motor vehicles (vans and cars) that are used primarily as ride-sharing vehicles and carry at least five persons including the driver, or at least four persons including the driver, when at least two persons are confined to wheelchairs while riding, are exempt from the motor vehicle excise tax. Additionally, vehicles that are used primarily as commuter ride-sharing vehicles must not exceed 10,000 pounds. The registered owner of a vehicle that is no longer primarily used for ride-sharing must notify the Department of Licensing (DOL) and pay the motor vehicle excise tax due.

To qualify for the motor vehicle excise tax exemption, vehicles with five or six passengers, including the driver, operating within the state's eight largest counties will also be required to participate in a transit agency-sponsored or commute trip reduction law-required program.

A person who knowingly gives false information to DOL when applying for special plates required for ride-sharing vehicles may be guilty of a gross misdemeanor.

**Amended Bill Compared to Substitute Bill:** The amended bill restricts further the sales, use and motor vehicle excise tax exemptions for ride-sharing vehicles. Beyond the restrictions in the Senate's substitute bill, tax exemptions will be granted to ride-sharing vehicles that are 10,000 pounds or less used for commuter ride-sharing. To qualify for the tax exemption, vehicles with five or six passengers, including the driver, operating within the state's eight largest counties will also be required to participate in a transit agency-sponsored or commute trip reduction law-required program.

**Fiscal Note:** Requested March 1, 1993.

**Effective Date of Amended Bill:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** This bill encourages the use of ride-sharing vehicles as a way of reducing the number of single-occupant

vehicles that travel on the state's highways during rush hour.

**Testimony Against:** None.

**Witnesses:** Ann Martin, King County, Washington State Ridesharing Organization, and ALT-TRANS.