

2594

Sponsor(s): Representatives Edwards, Schmidt, Lovick, O'Brien, Miloscia, Barlean, Pearson and Dunshee

Brief Description: Adjusting the relationship between a public transportation benefit area and a city.

**HB 2594 - DIGEST**

Provides that, if a public transportation benefit area and a city both operate a public transportation system within a county having a population over one hundred fifty thousand, the county shall submit a ballot proposition asking whether the public transportation benefit area shall acquire the city's public transportation system. The county must hold an election on this question on or before September 30, 2003.

Provides that, if the electorate votes against acquisition of the city's public transportation system, effective January 1, 2004, the city will pay the public transportation benefit area for the services rendered its citizens as required by RCW 36.57A.130. This obligation continues until such time as the public transportation benefit area acquires the city's public transportation system.

Provides that, if a public transportation benefit area and a city both operate a public transportation system within a county with a population over one hundred fifty thousand, the city will pay the public transportation benefit area: (1) The average subsidy per passenger of the public transportation benefit area multiplied by the number of unlinked passenger trips made by that city's residents on the public transportation benefit area transportation system; plus

(2) The depreciation expenses of the public transportation benefit area, divided by the combined population of the public transportation benefit area and the city, multiplied by the population of the city.