

6140-S

Sponsor(s): Senate Committee on Transportation (originally sponsored by Senators McDonald, Prentice, Horn, Eide, Johnson, Finkbeiner, Patterson, Shin, Benton, Kastama, Costa, McAuliffe, Rossi, Long, Roach, Zarelli and Oke)

Brief Description: Authorizing creation of congestion relief districts. (REVISED FOR ENGROSSED: Authorizing creation of regional transportation investment districts.)

**SB 6140-S.E - DIGEST**

(SUBSTITUTED FOR - SEE 2ND SUB)

Provides that, to achieve improved regional mobility, to promote individual and economic well-being, and to implement recommendation number six of the Blue Ribbon Commission on Transportation final report, relating to regional transportation solutions, regional transportation investment districts are created.

Declares it is the purpose of regional transportation investment districts to generate revenues for a limited period of time to assist in the financing of transportation improvements made to highways of statewide significance to improve transportation mobility in congested areas.

Recognizes that a multimodal approach to the state's transportation system is the best means of addressing transportation needs. For the past decade, little money has been spent on adding capacity to our state's highways of statewide significance. This lack of investment includes major new highway projects to add capacity and lane miles to major state routes, interstates or other freeway systems, as well as associated high-capacity transportation capital improvements such as park and ride facilities, high-occupancy vehicle lanes, transit flyover access ramps to highway lanes, and bus pullouts along highways as means to reduce traffic congestion.

Declares that regional transportation investment district planning committees are advisory entities which are created, convened, and empowered as follows: (1) A county or, by agreement, multiple contiguous counties, may choose to create a regional transportation investment district and convene a regional transportation investment district planning committee.

(2) If a regional transportation investment district planning committee is formed, each county commissioner or councilmember from each participating county shall appoint one member to the planning committee.

(3) A regional transportation investment district planning committee may be entitled to state funding, as appropriated by the legislature, for start-up funding to pay for salaries, expenses, overhead, supplies, and similar expenses ordinarily and necessarily incurred in selecting transportation projects and funding for those projects under this chapter. Upon creation of a regional transportation investment district, the district shall reimburse the state for any sums advanced for these start-up costs from the

state.

(4) Governance of and decisions by a regional transportation investment district planning committee shall be by majority vote of the total membership.

(5) At any time, with a two-thirds vote of the membership of the planning committee, the planning committee may dissolve itself.

(6) A regional transportation investment district planning committee or if applicable, its executive board, shall convene, from time to time and as appropriate, to create and adopt a regional transportation investment plan providing for the selection, development, construction, and financing of transportation projects. The regional transportation investment plan should consider transportation and land use planning.

(7) A planning committee shall select transportation projects to reduce traffic congestion and will create a regional transportation investment plan providing for the development, construction, and financing of the transportation project or projects to be constructed to submit to the county legislative authorities.

(8) A regional transportation investment district planning committee may, as part of a regional transportation investment plan, recommend the imposition of some or all of the following revenue sources: (a) A regional sales and use tax of up to 0.5 percent of the selling price, in the case of a sales tax, or value of the article used, in the case of a use tax. The tax authorized pursuant to this section shall be in addition to the tax authorized by RCW 82.14.030 and shall be collected from those persons who are taxable by the state pursuant to chapters 82.08 and 82.12 RCW upon the occurrence of any taxable event within the taxing district. Motor vehicles, as defined in RCW 46.04.320, are exempt from the sales and use tax imposed under this subsection (9)(a);

(b) A use tax imposed on the privilege of using a motor vehicle within a regional transportation investment district. The tax applies to those persons who reside within the regional transportation investment district. The rate of the tax may not exceed 0.5 percent of the value of the motor vehicle. The tax authorized by this subsection is in addition to the tax authorized under RCW 82.14.030 and shall be imposed and collected at the time a taxable event under RCW 82.08.020(1) or 82.12.020 takes place. All revenue received under this subsection (9)(b) shall be deposited in the local sales and use tax account and distributed to the regional transportation investment district according to RCW 82.14.050. The following provisions shall apply to the use tax in this subsection (8)(b): (i) In such cases where persons are taxable under chapter 82.08 RCW, the seller shall collect the use tax from the buyer using the collection provisions set forth in RCW 82.08.050. (ii) In such cases where persons are taxable under chapter 82.12 RCW, the use tax shall be collected using the provisions set forth in RCW 82.12.045.

Finds that regional solutions to the state's transportation needs are of paramount concern. The legislature further recognizes that different areas of the state will need the flexibility to fashion local solutions to their transportation problems, and that regional transportation systems may evolve over time.

(1) The central Puget Sound regional transportation investment district planning committee is hereby created as a pilot project, and consists of the counties of King, Pierce, and Snohomish.

(2) Areas of the state outside of King, Snohomish, and Pierce counties shall be eligible for grants from the state of one hundred fifty thousand dollars or more to study and develop regional transportation models. Regions electing to participate in this pilot program shall develop a model that can be used in other parts of the state and shall report to the transportation committees in the senate and house of representatives on the positive and negative aspects of the model as well as costs associated with it no later than June 30, 2002.

Provides that, by interlocal agreement, transit agencies located in any county other than a county which, in whole or in part, is a part of a regional transit authority, or is eligible to form or participate in a regional transit authority, may choose to coordinate their efforts to implement some or all of the dedicated funding sources set forth in RCW 81.104.150, 81.104.160, and 81.104.170, to implement high-capacity transportation service as a joint effort, across their respective jurisdictions. The respective county legislative authorities may choose to set forth a common ballot measure and vote to accomplish this purpose.

Designates state route number 519 and that portion of state route number 509 which runs or will run from state route number 518 in the north to the intersection with interstate 5 in the south as state highways of statewide significance.

Regional transportation investment districts and their powers and duties shall be terminated on June 30, 2006.