

# FINAL BILL REPORT

## SHB 2033

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Synopsis as Enacted

**Brief Description:** Requiring regional transportation investment district tax revenue to be allocated proportionally among member counties.

**Sponsors:** By House Committee on Transportation (originally sponsored by Representatives Shabro, Conway, Priest, McDonald, Tom, Darneille, McMahan, Flannigan, Carrell, Campbell, Lantz, Talcott, Roach, Bailey, Kirby and Kristiansen).

**House Committee on Transportation**  
**Senate Committee on Highways & Transportation**

**Background:**

Regional Transportation Investment Districts were authorized by law in 2002 for the purpose of planning, selecting, funding, and implementing projects identified to address transportation needs in King, Pierce and Snohomish counties. Implementation requires at least two-contiguous counties forming a single district. A district is given several local voter-approved funding options, including a sales and use tax, vehicle registration fee, parking tax, and vehicle tolls.

The councils of King, Pierce, and Snohomish counties met in June 2002 as the planning committee to determine transportation investments in each of the three counties. The planning committee consists of the members of the county legislative authorities of the three counties, with votes weighted proportionally to population. Project lists have been identified by each of the counties and those projects are being evaluated for costs and funds available. Before a plan goes before the voters, each county council must approve the plan. There is no requirement on how the plan should distribute the funds for projects among the participating counties.

**Summary:**

Revenues raised by a Regional Transportation Investment District must be allocated proportionally to member counties based on tax revenue generated and must be used for the benefit of the county within which they are generated. The district retains authority to manage debt and schedules, and revenues from the entire district may be pledged to support bonds issued by the district.

The transportation investment plan within a single county may be modified if: the district's board approves modifications that are limited to projects within the county; the

modifications maintain equity among counties and do not increase expenditures within that county; and the voters within the county approve the changes. If the voters decline the plan modifications, the plan remains in place.

**Votes on Final Passage:**

House 90 7

Senate 46 1

**Effective:** July 27, 2003