

# SENATE BILL REPORT

## SB 6667

---

---

As of February 7, 2008

**Title:** An act relating to high-capacity transportation service.

**Brief Description:** Establishing high-capacity transportation corridor areas.

**Sponsors:** Senators Haugen, Pridemore and Marr.

**Brief History:**

**Committee Activity:** Transportation: 2/05/08.

---

### SENATE COMMITTEE ON TRANSPORTATION

**Staff:** Kelly Simpson (786-7403)

**Background:** Under current law, certain transit agencies may choose to establish high-capacity transportation service. High-capacity transportation service is a system of public transportation service within an urbanized region operating principally on exclusive rights of way that provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems. Various revenue sources are available to support the service (i.e., employer tax, rental car tax, and sales/use tax), which are all subject to voter approval. Currently, only the regional transit authority in the central Puget Sound region (Sound Transit) finances and operates high-capacity transportation service.

**Summary of Bill:** The bill as referred to committee was not considered.

**SUMMARY OF BILL (Proposed Substitute):** A transit agency, if located within a county area eligible to establish high-capacity transportation service, may establish one or more high-capacity transportation corridor areas (HCTCA) within the transit agency's boundaries. A HCTCA is a separate, independent local government with specific taxing authority, established to finance and provide high-capacity transportation service, including passenger-only ferry service. A HCTCA is governed by the members of the transit agency governing body that proposes the HCTCA. A HCTCA may use any of the high-capacity transportation revenue options available to transit agencies to finance the service. However, the combined rates between the transit agency proposing the HCTCA, and any HCTCA within that transit agency's boundaries, may not exceed the maximum rates currently allowed. Additionally, an HCTCA has separate, independent authority to issue bonds up to the maximums allowed under the state Constitution.

**Appropriation:** None.

---

*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

**Fiscal Note:** Not requested.

**Committee/Commission/Task Force Created:** No.

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

**Staff Summary of Public Testimony:** PRO: This bill supports local solutions to local projects. C-TRAN is looking at high-capacity transportation service on the Columbia River crossing project, and other studies are underway regarding HCT service. The bill would provide a first step in helping to provide HCT service in Clark County. Many new technologies exist now for transit agencies to provide various HCT services. The bill clarifies that passenger-only ferry service may be available as an HCT service. Kitsap County has many routes ideal for bus rapid transit and other HCT services, such as the SR 305 corridor and other corridors serving ferry terminals. The bill should be amended to allow other transit districts around the state to use this authority to provide HCT service in their respective areas.

**Persons Testifying:** PRO: Tim Leavitt, Jeff Hamm, C-TRAN; Dick Hayes, Kitsap Transit; Duke Schaub, AGC-Washington; Peter Thein, WA State Transit Assn.