

FINAL BILL REPORT

ESB 6215

C 152 L 12
Synopsis as Enacted

Brief Description: Establishing an optional transportation benefit district rebate program for low-income individuals.

Sponsors: Senators Frockt, Kline, Nelson, Kohl-Welles and Conway.

Senate Committee on Transportation
House Committee on Transportation

Background: A transportation benefit district (TBD) is a quasi-municipal corporation and independent taxing authority that may be established by a county or city for the purpose of funding transportation improvements within the district. Transportation improvement can include investments in city streets, county roads, new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, and public transportation. A TBD may include areas within one or more than one county, city, port district, county transportation authority, or public transportation benefit area.

A TBD is authorized to impose the following taxes, fees, charges, and tolls:

- up to a \$20 vehicle fee or up to \$100 with approval of a majority of the voters in the district;
- impact fees on the construction of commercial buildings;
- a sales and use tax of up to 0.2 percent with approval of a majority of the voters in the district; and
- vehicle tolls on state routes, city streets, or county roads, within the boundary with approval of a majority of the voters in the district.

Summary: A TBD that includes a city with a population of 500,000 or more and that imposes a vehicle fee, sales and use tax, or tolls may establish a rebate program for the purpose of refunding low-income individuals up to 40 percent of the actual fee, tax, or toll paid by that individual. Low-income is defined as household income that is at or below 45 percent of the median household income, adjusted for household size, for the district in which the fees, taxes, or tolls were imposed.

A rebate program is established as an authorized use of vehicle fee, sales and use tax, and toll revenues collected by a transportation revenue district.

Votes on Final Passage:

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.

Senate 29 20
House 55 42

Effective: June 7, 2012