
Transportation Committee

HB 1953

Brief Description: Concerning local option transportation revenue.

Sponsors: Representatives Liias, Moscoso, Stanford, Roberts, Dunshee, Sells, McCoy, Ryu and Fey.

<p style="text-align: center;">Brief Summary of Bill</p> <ul style="list-style-type: none">• Allows public transportation benefit areas in counties meeting certain thresholds to impose a motor vehicle excise tax of up to 1 percent of the value of a vehicle with voter approval.
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Hearing Date: 2/25/13

Staff: David Munnecke (786-7315).

Background:

Public Transportation Benefit Area.

A public transportation benefit area (PTBA) is a special purpose district authorized to provide public transportation service within all or a portion of a county or counties. Generally speaking, "public transportation service" means the transportation of packages, passengers, and their incidental baggage by means other than by chartered bus or sight-seeing bus, together with the terminals and parking facilities necessary for passenger and vehicular access to and from such systems. It also means passenger-only ferry service for those PTBAs eligible to provide passenger-only ferry service. A PTBA may collect fares for service and, with approval of the majority of the voters within the area, impose up to a 0.9 percent sales and use tax within the area.

A PTBA is created through a conference process attended by elected representatives selected by the legislative body of each city within the boundaries of the PTBA as well as the county legislative authority or authorities. Within 60 days of establishment, the county legislative body or bodies provide for the selection of a governing body of not more than nine elected officials

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(or, in the case of a multi-county PTBA, not more than 15 members) selected by and serving at the pleasure of the governments of the cities and counties in the PTBA. Cities within the PTBA that are excluded from direct membership on the authority are permitted to designate a member of the PTBA who is entitled to represent the interests of those cities.

The corporate authority of any municipality is authorized to acquire, construct, operate, and maintain a public transportation system.

Motor Vehicle Excise Tax.

A motor vehicle excise tax (MVET) is a tax paid on the value of a motor vehicle. For the purpose of determining any locally imposed MVET, the value of a vehicle other than a truck or trailer is 85 percent of the manufacturer's base suggested retail price of the vehicle when first offered for sale as a new vehicle, excluding any optional equipment, applicable federal excise taxes, state and local sales or use taxes, transportation or shipping costs, or preparatory or delivery costs, multiplied by the applicable percentage listed in the depreciation schedules. For the purpose of determining any locally imposed MVET, the value of a truck or trailer is the latest purchase price of the vehicle, excluding applicable federal excise taxes, state and local sales or use taxes, transportation or shipping costs, or preparatory or delivery costs, multiplied by the applicable percentage listed in the depreciation schedules based on year of service of the vehicle since last sale. The latest purchase year is considered the first year of service.

Summary of Bill:

A PTBA in a county with a population of 700,000 or more, that also contains a city with a population of 75,000 or more that operates a transit system, may impose an MVET with the approval of the voters within the area. The MVET may be up to 1 percent of the value of the vehicle and may be imposed on all the vehicles within the county, with certain limited exceptions for vehicles carrying an exempt license, vehicles not designed primarily for use upon public highways, mobile homes and travel trailers, and motor vehicles owned by nonresident military personnel.

Based on the current population and existing public transportation governing structures, the bill would only apply to Community Transit in Snohomish County.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.