

SENATE BILL REPORT

SB 5785

As Reported by Senate Committee On:
Transportation, February 21, 2017

Title: An act relating to modifying eligibility criteria for transportation benefit districts to establish a vehicle fee rebate program.

Brief Description: Modifying eligibility criteria for transportation benefit districts to establish a vehicle fee rebate program.

Sponsors: Senators Fain and Saldaña.

Brief History:

Committee Activity: Transportation: 2/20/17, 2/21/17 [DP].

Brief Summary of Bill

- Allows transportation benefit districts that have a population of over 75,000 people to establish a rebate program for low-income individuals.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators King, Chair; Sheldon, Vice Chair; Hobbs, Ranking Minority Member; Lias, Assistant Ranking Minority Member; Cleveland, Ericksen, Fortunato, Hawkins, O'Ban, Saldaña, Takko, Van De Wege, Walsh and Wilson.

Staff: Kellee Keegan (786-7429)

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 improvements 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:

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- up to a \$40 vehicle fee by the governing body and without a vote of the people if a vehicle fee of \$20 has been imposed for at least 24 months;
- up to \$50 by the governing body and without a vote of the people if the vehicle fee of \$40 has been imposed for at least 24 months, subject to local referendum;
- 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.

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.

Summary of Bill: The population threshold for the TBDs' rebate program is lowered to include districts with a city that have a population of 75,000 or more.

Appropriation: None.

Fiscal Note: Not requested.

Creates Committee/Commission/Task Force that includes Legislative members: No.

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

Staff Summary of Public Testimony: None.

Persons Testifying: No one.

Persons Signed In To Testify But Not Testifying: No one.