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SENATE SB 5819-S SB 5838-S SB 5893 SB 5921

HOUSE HB 2201

This publication includes digest and history for bills, joint memorials, joint resolutions, concurrent resolutions, initiatives, and substitutes. Engrossed measures may be republished if the amendment makes a substantive change.

Electronic versions of Legislative Digests are available at <http://apps.leg.wa.gov/billinfo/digests.aspx?year=2017>.

House Bills

HB 2201 by Representatives Pellicciotti, Slatter, Reeves, Clibborn, Lovick, Ormsby, Pollet, Kilduff, Kloba, Orwall, Sells, Stanford, Wylie, and Senn

Concerning the collection of a motor vehicle excise tax approved by voters of a regional transit authority in 2016.

Requires a regional transit authority that includes portions of a county with a population of more than 1.5 million and that imposes a motor vehicle excise tax to: (1) Establish a market value adjustment program to be implemented by December 31, 2017; and

(2) Under the program, provide a credit against the motor vehicle excise tax due.

Requires the department of licensing to, if it enters into a contract with a regional transit authority for the collection of a motor vehicle excise tax, and after the authority implements a market value adjustment program, clearly indicate, when notifying taxpayers of the expected tax due and when collecting the tax: (1) The amount of tax owed under current law;

- (2) The amount of credit applied; and
- (3) The net result.

-- 2017 REGULAR SESSION --

Apr 10 First reading, referred to Transportation (Not Officially read and referred until adoption of Introduction report).
Public hearing and executive action taken in the House Committee on Transportation at 10:00 AM.

Senate Bills

SB 5819-S by Senate Committee on Transportation (originally sponsored by Senators King and Hobbs)

Concerning the board of pilotage commissioners.
(AS OF SENATE 2ND READING 4/06/17)

Requires the board of pilotage commissioners to, until July 1, 2023: (1) Impose on vessels requiring pilotage a sixteen dollar per pilotage assignment self-insurance premium surcharge, to be deposited in the pilotage account solely for the expenditure of self-insurance premiums; and

(2) Annually deposit the first four hundred thousand dollars collected through the Puget Sound pilotage district tariff to the pilotage account solely for the expenditure of self-insurance premiums.

Prohibits the board of pilotage commissioners, until July 1, 2023, from increasing the pilotage tariffs that are in existence on January 1, 2017.

Requires the joint legislative audit and review committee to conduct a performance audit of the board of pilotage commissioners to examine whether the board is complying with certain statutory requirements.

-- 2017 REGULAR SESSION --

Feb 20 Public hearing in the Senate Committee on Transportation at 1:30 PM.

Feb 23 TRAN - Majority; 1st substitute bill be substituted, do pass.
Minority; do not pass.
Executive action taken in the Senate Committee on Transportation at 1:30 PM.

Feb 24 Passed to Rules Committee for second reading.

Mar 1 Placed on second reading by Rules Committee.

Apr 6 1st substitute bill substituted.
Floor amendment(s) adopted.
Rules suspended. Placed on Third Reading.
Third reading, passed; yeas, 25; nays, 24; absent, 0; excused, 0.

-- IN THE HOUSE --

Apr 7 First reading, referred to Transportation (Not Officially read and referred until adoption of Introduction report).

Apr 10 Public hearing, executive session scheduled, but no action was taken in the House Committee on Transportation at 10:00 AM.

SB 5838-S by Senate Committee on Ways & Means (originally sponsored by Senators Rossi, Kuderer, Palumbo, Braun, Hunt, Fain, O'Ban, Hawkins, Brown, Sheldon, Rivers, Zeiger, Angel, Bailey, Honeyford, Miloscia, Walsh, Wilson, Becker, Warnick, Mullet, and Hobbs)

Concerning the capital construction of and bonding for addressing the facilities maintenance backlog for the state parks and recreation commission.

(AS OF SENATE 2ND READING 4/05/17)

Establishes the securing the future of Washington's state parks bonding act.

Authorizes the state finance committee to issue general obligation bonds to provide funds for needed capital improvements consisting of the predesign, design, maintenance, construction, modification, renovation, modifying existing structures to meet current and future needs, equipping, and other improvement of state buildings and facilities for the parks and recreation commission.

Prohibits the proceeds from the bonds from being used for: (1) Any expenditures to any part of the cross-state trail east of the Columbia river known by the names of the Milwaukie Road corridor, John Wayne trail or iron horse trail, or for the Columbia Plateau trail south of the Turnbull national wildlife refuge where the scablands nature trail and the Columbia Plateau trail meet and north of the Snake river junction trailhead;

(2) Any expenditures pertaining to any part of trails acquired by the parks and recreation commission after the effective date of this act; and

(3) The purchase or acquisition of any new land.

Creates the Daniel J. and Nancy Evans state parks preservation account.

-- 2017 REGULAR SESSION --

Mar 14 Public hearing in the Senate Committee on Ways & Means at 3:30 PM.

Mar 16 WM - Majority; 1st substitute bill be substituted, do pass.
Minority; do not pass.
Minority; without recommendation.
Executive action taken in the Senate Committee on Ways & Means at 3:30 PM.

Mar 21 Passed to Rules Committee for second reading.

Mar 29 Placed on second reading by Rules Committee.

Apr 5 1st substitute bill substituted.
Floor amendment(s) adopted.
Rules suspended. Placed on Third Reading.
Third reading, passed; yeas, 36; nays, 12; absent, 0; excused, 1.

-- IN THE HOUSE --

Apr 7 First reading, referred to Capital Budget (Not Officially read and referred until adoption of Introduction report).

SB 5893 by Senators O'Ban, Rossi, Becker, Rivers, Miloscia, King, Bailey, Braun, Wilson, Walsh,

Zeiger, Angel, Warnick, Brown, Honeyford, Fortunato, Pearson, Padden, Fain, Schoesler, and Hawkins

Concerning the administration of motor vehicle excise taxes by regional transit authorities.

(AS OF SENATE 2ND READING 4/06/17)

Requires a regional transit authority that includes a county with a population of more than 1.5 million to pay a motor vehicle excise tax impact assessment, of one dollar per motor vehicle excise tax payment occurring annually within the authority's boundaries, to be deposited in the motor vehicle fund.

Authorizes a regional transit authority to contract with the department of licensing for the collection of a motor vehicle excise tax only if: (1) The tax is based solely on the vehicle valuation method identified below; and

(2) The total tax is levied at a rate not exceeding five-tenths of one percent on the value of a vehicle.

Requires the contract to provide that: (1) The department of licensing will receive amounts sufficient to fully cover the costs applicable to the tax collection process; and

(2) Any unforeseen future administrative costs will be borne by the regional transit authority.

Requires the value of a motor vehicle, as an alternative to the vehicle valuation method described in RCW 81.104.160(1)(a), for the purpose of determining a motor vehicle excise tax imposed by a regional transit authority, to be based on base model Kelley blue book values or national automobile dealers association values, whichever is lower.

-- 2017 REGULAR SESSION --

Mar 17 First reading, referred to Transportation.

Mar 27 Public hearing in the Senate Committee on Transportation at 3:30 PM.

Mar 29 TRAN - Majority; do pass.
Minority; do not pass.
Executive action taken in the Senate Committee on Transportation at 3:30 PM.

Mar 31 Passed to Rules Committee for second reading.

Apr 4 Placed on second reading by Rules Committee.

Apr 6 Floor amendment(s) adopted.
Rules suspended. Placed on Third Reading.

Third reading, passed; yeas, 25; nays, 24; absent, 0; excused, 0.

-- IN THE HOUSE --

Apr 7 First reading, referred to Transportation (Not Officially read and referred until adoption of Introduction report).

SB 5921 by Senators O'Ban and Zeiger

Clarifying that a city or town is prohibited from using electric rates to subsidize telecommunication services.

Clarifies that a city or town may not use money collected in electric rates from electric utility customers to subsidize or otherwise fund commercial telecommunication services provided by the city or town.

Makes an appropriation from the general fund to the state auditor for the purpose of conducting a review of cities and towns offering telecommunication services to

determine whether they are in compliance with local government accounting procedures.

-- 2017 REGULAR SESSION --

Apr 7 First reading, referred to Energy,
Environment & Telecommunications.