

**SSB 5165** - H AMD TO H AMD (H-1417.1/21) **491**

By Representative Goehner

**ADOPTED 04/02/2021**

1 On page 12, after line 29 of the striking amendment, insert the  
2 following:

3 "(3)(a) The transportation budget is currently reliant on vehicle  
4 and driver related fees. Motor vehicle registrations, driver licenses,  
5 tolls, and the motor vehicle fuel tax provide the primary revenues for  
6 the transportation budget. These user revenues no longer adequately  
7 support the transportation system's needs. Many of the transportation  
8 modes have no or little ability to generate revenue, yet are important  
9 elements of a functioning transportation network. Providing  
10 transportation options that do not involve passenger vehicles is  
11 critical. The tax burden in the transportation budget falls on people  
12 that own and drive vehicles. It fails to provide the money needed for  
13 the system quality that the people of Washington want.

14 (b) Therefore, the commission is directed to evaluate, identify,  
15 and consider agencies, programs, and activities that are currently  
16 funded in the transportation budget that provide a public good that  
17 might be paid for using other revenues. The commission is directed to  
18 make recommendations for potential changes to funding sources for the  
19 transportation system with the goal of providing funding to maintain  
20 existing transportation assets in a state of good repair without  
21 exclusively relying on vehicle owners or drivers as the revenue  
22 source. Preliminary findings must be presented to the Joint  
23 Transportation Committee by September 30, 2022, and a final report  
24 issued to the appropriate committees of the legislature by December 1,  
25 2022."

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EFFECT: Requires the Washington State Transportation Commission to evaluate agencies, programs, and activities funded in the transportation budget that might be paid for using revenue other than the revenue currently generated from people who own and drive vehicles, and to make recommendations for potential transportation system funding sources that do not rely exclusively on vehicle owners or drivers, with preliminary findings presented to the Joint Transportation Committee by September 30, 2022 and a final report issued to the appropriate committees of the Legislature by December 1, 2022.

FISCAL IMPACT: No net change to appropriated levels.

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