

SENATE BILL REPORT

SB 6414

As of January 31, 2018

Title: An act relating to population-based representation on the governing body of public transportation benefit areas.

Brief Description: Concerning population-based representation on the governing body of public transportation benefit areas.

Sponsors: Senators Billig, Conway, Lias and Saldaña.

Brief History:

Committee Activity: Transportation: 1/31/18.

Brief Summary of Bill

- Requires the members of the governing board of certain public transportation benefit areas (PTBA) to be selected, to the extent possible, to assure proportional representation of the cities and unincorporated sections of counties that are located within the PTBA's boundaries.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Hayley Gamble (786-7452)

Background: PTBA. A PTBA is a special-purpose district authorized to provide public transportation service within all or a portion of a county or counties. Cities must be wholly included or excluded. The PTBA is the most common type of district providing public transportation service in the state, with 21 currently in existence. A PTBA may collect fares for service and, with approval of the majority of the voters within the area, impose a sales and use tax within the area. Currently all but one PTBA may impose a sales and use tax up to a 0.9 percent. One PTBA operating in Snohomish County meets the population threshold required to implement an additional 0.3 percent, for a total of 1.2 percent voter approved sales and use tax.

PTBA Board. Within 60 days of establishment of a PTBA, the county legislative body or bodies and the elected representatives of each city within the PTBA must provide for the selection of a governing body of not more than nine elected officials—or, in the case of a

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multicounty 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.

After a PTBA has been in existence for four years, and every four years thereafter, the county legislative body or bodies and the elected representatives of each city within the PTBA must review the composition of the governing board and change it if appropriate.

County Populations. Currently the counties of Spokane, Pierce and Clark:

- include PTBAs;
- contain populations of more than 400,000; and
- do not contain a city with a population of more than 75,000 that operates a transit system.

Summary of Bill: The members of the governing board of a PTBA meeting certain criteria are required to be selected, to the extent possible, to assure proportional representation, based on population, of the cities and unincorporated sections of counties located within the PTBA boundaries.

This requirement applies only to PTBAs located in a county with a population of more than 400,000 that also does not also contain a city with a population of more than 75,000 that operates a transit system pursuant to chapter 35.95 RCW.

A single component city may not have a majority of the board of the PTBA representing it.

If necessary to insure proportional representation, a single elected representative from one of the cities within the PTBA may represent multiple cities.

Appropriation: None.

Fiscal Note: Not requested.

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

Effective Date: The bill takes effect on August 1, 2018.

Staff Summary of Public Testimony: PRO: We support proportional representation. This gives everyone a voice. The board members are elected to be regional thinkers and that will not change under this bill. The current structure represents certain groups such as low-income people. This bill is about fairness and proportional representation. The city of Spokane represents 51 percent of riders but 22 percent of the board is from the city. Two-thirds of the rides occur within Spokane. People should have equal voices.

Persons Testifying: PRO: Senator Andy Billig, Prime Sponsor; Abigail Doerr, Transportation Choices Coalition.

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