

2531-S

Sponsor(s): House Committee on Transportation (originally sponsored by Representatives Murray, Wallace, McIntire, Dickerson, Hatfield, Rockefeller, Schual-Berke, Moeller, Chase, Conway and Wood)

Brief Description: Expanding authority for regional transportation investment districts.

**HB 2531-S - DIGEST**

(DIGEST OF PROPOSED 1ST SUBSTITUTE)

Requires that, to proceed with developing a plan, including submission of a plan to county legislative authorities for placement on a ballot, at least two contiguous counties must be included in the plan.

Provides that, for counties planning under this act, the planning committee must also include mayors or city council members of cities within the district so that the proportional membership on the planning committee in terms of members with weighted votes reflects the relative population of persons living within the respective jurisdictions.

Requires the planning committee to, in counties identified in RCW 36.120.030(1), consult regularly with, and seek input from, the county executive of each participating county and the mayor and city legislative authority of the largest city in each participating county and any other cities over one hundred thousand in population.

Authorizes a regional sales and use tax, as specified in RCW 82.14.430, of up to 0.2 percent of the selling price, in the case of a sales tax, or value of the article used, in the case of a use tax, upon the occurrence of any taxable event in the regional transportation investment district. The proceeds of this tax may be spent only for public transportation purposes, high-occupancy vehicle systems as defined in RCW 81.100.020, and commute trip reduction programs.

Declares that, in authorizing these revenue sources, it is the intent of the legislature to provide a range of options that can be tailored to meet the transportation needs identified by local elected officials, with voter approval. The legislature does not intend that all local option tax sources will be used by a single district, nor that each revenue source will necessarily be imposed to its maximum limit.

Provides that, notwithstanding any provision to the contrary in chapter 36.120 RCW, a regional transportation investment district may impose vehicle tolls on local and regional arterials with the approval of the transportation commission, or its successor, and upon approval of a majority of the voters voting on a regional transportation investment plan ballot measure within its boundaries as authorized in this chapter. These tolls may be imposed to generate revenue to fund the regional transportation investment plan.

Provides that, notwithstanding any provision to the contrary in chapter 47.56 RCW, a regional transportation investment district

may impose vehicle tolls on either Lake Washington bridge upon approval of a majority of the voters voting on a regional transportation investment plan ballot measure within its boundaries as authorized in chapter 36.120 RCW and RCW 47.56.076.

Provides that a regional transportation investment district may impose a sales and use tax on motor vehicle fuel and special fuel as defined in RCW 82.36.010 and 82.36.020 in accordance with chapter 82.14 RCW and with RCW 36.120.050. The tax is in addition to other taxes authorized by law upon the occurrence of any taxable event within the county. The tax may not be collected from those persons who are taxable by the state under chapters 82.08 and 82.12 RCW. The rate of tax may not exceed 7.5 percent of the selling price in the case of a sales tax or value of the article used in the case of a use tax and must be in one-tenth percent increments. The tax is subject to the approval of a majority of the voters voting on the tax.

Authorizes the legislative authority of a regional transportation investment district to impose a charge based upon vehicle miles traveled. This charge may be, but is not limited to, a charge upon the vehicle miles traveled within the district by a vehicle, upon vehicle miles traveled within certain corridors in the district, or upon total vehicle miles traveled by a vehicle registered to a person whose legal residence is within the district.

Declares that the mileage charge under this act is subject to the approval of the transportation commission or its statutory successor and of a majority of the voters within the district boundaries voting on formation of the district. The mileage charge must be part of the investment plan of the district. A district may not simultaneously impose a charge under this act and a local option fuel tax under RCW 82.80.120.