

# Regional Transportation Funding & Governance Proposal

## PSSB 6599 - February 2, 2006

- **RTID statutory changes** (most were recent RTID Executive Board recommendations):
  - Require contiguous boundaries with ST (see below)
  - Simplify joint ballot provisions to require single combined ballot (jointly coordinated regional roads/transit plan)
  - Allow system-wide tolling, including SR 520 bridge, & clarify tolling provisions
  - Streamline ballot title provisions
  - Allow MVET to be spent on any RTID project
  - Increase MVET authority to 0.8%
  - Reduce local match requirement (from 1/3 to 15%)
  - RTID account may keep interest
- Does not prohibit 2006 ballot
- RTID and ST must coordinate activities with each other
- RTID & ST plans may not be approved separately - both must pass for each to be considered approved
- RTID & ST plans must be consistent with PSRC's long term regional plan
- A regional transportation governance proposal must be developed by a **Central Puget Sound Regional Transportation Governance Commission**
  - The Commission is composed of 7 voting members, appointed by the Governor
  - WSDOT Secretary (or designee) sits as a non-voting member
  - 7 appointees must meet certain expertise criteria
  - Proposal to restructure the regional transportation funding/operating system into a single point of accountability
  - Commission must submit proposal to Legislature/Governor by December 1, 2006 so that enabling legislation may be enacted during 2007 legislative session
  - Proposal would then go to 2007 regional ballot
- Expand Transportation Benefit District law to King, Pierce, & Snohomish Counties
  - Local option for counties/cities to raise voter-approved revenues for transportation projects on a state or regional plan (including transit operations)
  - Change to allow less-than-jurisdiction wide boundaries
  - Remove cap on amount dedicated for local arterials & highway improvements

## **SHB 2871 Summary**

### **As Reported out of House Transportation Committee 2/6/06**

1. No RTID or Sound Transit vote in 2006.
2. Regional Transportation Commission (county execs & gov. appointees) created, to:
  - a. Develop proposal for forming new governing entity, to be majority directly elected, as well as the governing entity's authorized revenue sources and planning authority, and submit this governance proposal to 2007 legislature for approval.
  - b. Develop comprehensive, integrated regional transportation finance plan to be submitted to voters.
  - c. Evaluate other transportation governance issues, including transit agency boundary adjustments and consolidation options.
3. Commission and its successor (new governing entity) assume Monorail's taxing authority to fund transit within Seattle city limits.
4. Enacts the following changes to the RTID statute:
  - a. RTID is allowed to change its boundaries to be contiguous with regional transit authority boundaries.
  - b. Single combined ballot authorized.
  - c. Longer ballot title authorized.
  - d. Allow RTID to fund transit operations for construction mitigation.
  - e. The local match contribution required of local jurisdictions toward certain RTID projects is reduced from one-third to 15 percent.
  - f. The authorized sales and use tax that the RTID may impose is capped at 0.1%.
  - g. RTID's authority to impose a motor vehicle excise tax is increased to 0.6%, and the list of permitted uses for any such MVET is expanded.
  - h. RTID is also allowed to keep interest on its state treasury accounts.
  - i. RTID's tolling authority is broadened and specifically includes either or both Lake Washington bridges.
5. Expands RTID project eligibility to include any project contained in a state or regional transportation plan that is of statewide or regional significance.
6. For a county to participate in an RTID plan, the county legislative authorities must adopt an ordinance indicating that county's participation in the plan.
7. The Department of Transportation must reach agreements with local communities to address mitigation issues prior to commencing the 520 bridge project.