
SUBSTITUTE SENATE BILL 5528

State of Washington

67th Legislature

2022 Regular Session

By Senate Transportation (originally sponsored by Senators Pedersen, Llias, and Hawkins)

READ FIRST TIME 02/07/22.

1 AN ACT Relating to the imposition of supplemental revenue sources
2 within a regional transit authority area to finance high capacity
3 transportation improvements, serving that area; amending RCW
4 81.104.160, 81.104.015, 81.104.100, 81.104.110, 81.104.140,
5 81.104.180, and 81.104.190; and adding new sections to chapter 81.104
6 RCW.

7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

8 NEW SECTION. **Sec. 1.** A new section is added to chapter 81.104
9 RCW to read as follows:

10 (1) The board of a regional transit authority may establish one
11 or more enhanced service zones within a portion of the boundaries of
12 the authority in order to finance system improvements directly
13 serving the respective enhanced service zone or zones. An enhanced
14 service zone must lie entirely within the authority boundaries and
15 must comprise no less than the entire portion of a city or town that
16 lies within the authority boundaries. An enhanced service zone may
17 also include one or more entire adjacent cities or towns and adjacent
18 unincorporated areas, and must contain all or portions of one or more
19 high capacity transportation projects included within an existing
20 voter-approved regional transportation plan. There may also be

1 multiple enhanced service zones encompassing the same city or town,
2 and adjacent unincorporated area.

3 (2) Before an enhanced service zone may be established, it must
4 first be recommended to the board of the regional transit authority
5 by an advisory committee appointed by the regional transit authority
6 board and composed of board members representing the subarea in which
7 the proposed enhanced service zone is located. The advisory
8 committee's recommendations must include proposed system improvements
9 that benefit the enhanced service zone, to be financed by the excise
10 taxes authorized in subsection (5) of this section, and constructed
11 and operated by the regional transit authority. If the board
12 establishes the recommended enhanced service zone, then the board
13 must submit a ballot proposition to voters within the enhanced
14 service zone at a general or special election for approval of the
15 proposed system improvements and funding sources as provided in
16 subsection (5) of this section. The funding sources may not be
17 imposed without approval of a majority of the voters in the enhanced
18 service zone voting on the proposition. The proposition must include
19 a specific description of the proposed high capacity transportation
20 system improvement or improvements, including speed, reliability, and
21 safety enhancements to the improvements, and the funding sources to
22 be imposed within the enhanced service zone to raise revenue to fund
23 the improvement or improvements. Design and construction of the
24 system improvements approved by the voters of an enhanced service
25 zone shall not materially and unreasonably delay the estimated
26 completion date of high capacity transportation system improvements
27 contained in an existing voter-approved regional transit plan.

28 (3) The ballot proposition authorized by subsection (2) of this
29 section may authorize improvements that are:

30 (a) Enhancements to one or more high capacity transportation
31 systems contained in an existing voter-approved regional transit
32 plan. Enhancements include modifications to an existing system's
33 facilities that improve performance characteristics such as speed,
34 reliability, potential for future expansion, and safety or the
35 completion date of the system but do not change the mode or route
36 alignment of the system previously approved by voters, and
37 improvements to service, such as reducing headway times or adding
38 interim bus service;

1 (b) New rail improvements on alignments that are not contained in
2 an existing voter-approved regional transit plan and connect to the
3 high capacity transportation system;

4 (c) High capacity transportation system planning for future
5 system expansion within the enhanced service zone; or

6 (d) A combination of the improvements authorized by this
7 subsection.

8 (4) Application of RCW 81.104.100 and 81.104.110 are suspended
9 for any ballot proposition submitted to the voters of an enhanced
10 service zone if the improvements only contain enhancements authorized
11 by subsection (3)(a) and (c) of this section.

12 (5) A regional transit authority may levy and collect within the
13 boundaries of an enhanced service zone one or more of the following
14 voter-approved local option funding sources to finance the proposed
15 improvements within the enhanced service zone:

16 (a) A supplemental motor vehicle excise tax as provided in RCW
17 81.104.160(1)(b); and

18 (b) A commercial parking tax under section 3 of this act.

19 (6) To the extent that system improvements include new fixed rail
20 guideway components of the rail fixed guideway public transportation
21 system within a city with a population of 500,000 or more, such
22 guideway shall be in entirely exclusive rights-of-way and not contain
23 any level traffic crossings with modes not part of the rail fixed
24 guideway public transportation system.

25 (7) "System improvement or improvements," as used in this
26 section, means additions to or alterations of a high capacity
27 transportation system or rail fixed guideway public transportation
28 system as both are defined in RCW 81.104.015.

29 **Sec. 2.** RCW 81.104.160 and 2015 3rd sp.s. c 44 s 319 are each
30 amended to read as follows:

31 (1) (a) Regional transit authorities that include a county with a
32 population of more than (~~one million five hundred thousand~~)
33 1,500,000 may submit an authorizing proposition to the voters, and if
34 approved, may levy and collect an excise tax, at a rate approved by
35 the voters, but not exceeding eight-tenths of one percent on the
36 value, under chapter 82.44 RCW, of every motor vehicle owned by a
37 resident of the taxing district, solely for the purpose of providing
38 high capacity transportation service.

1 (b) In addition to the authority provided in (a) of this
2 subsection, regional transit authorities described in (a) of this
3 subsection may submit an authorizing proposition to the voters within
4 the boundaries of an enhanced service zone described in section 1 of
5 this act, and if approved, may levy and collect a supplemental excise
6 tax within the enhanced service zone, at a rate approved by the
7 voters, but not exceeding one and one-half percent on the value,
8 under chapter 82.44 RCW, of every motor vehicle owned by a resident
9 of the enhanced service zone, solely to raise revenue to fund the
10 improvement or improvements described in section 1 of this act.

11 (c) The maximum tax (~~(rate)~~) rates under this subsection (~~(does)~~)
12 (1) do not include a motor vehicle excise tax approved before July
13 15, 2015, if the tax will terminate on the date bond debt to which
14 the tax is pledged is repaid. (~~(This tax does)~~) The taxes under this
15 subsection (1) do not apply to vehicles licensed under RCW 46.16A.455
16 except vehicles with an unladen weight of (~~(six thousand)~~) 6,000
17 pounds or less, RCW 46.16A.425 or 46.17.335(2). Notwithstanding any
18 other provision of this subsection (1) or chapter 82.44 RCW, a motor
19 vehicle excise tax imposed by a regional transit authority before or
20 after July 15, 2015, must comply with chapter 82.44 RCW as it existed
21 on January 1, 1996, until December 31st of the year in which the
22 regional transit authority repays bond debt to which a motor vehicle
23 excise tax was pledged before July 15, 2015. Motor vehicle taxes
24 collected by regional transit authorities after December 31st of the
25 year in which a regional transit authority repays bond debt to which
26 a motor vehicle excise tax was pledged before July 15, 2015, must
27 comply with chapter 82.44 RCW as it existed on the date the tax was
28 approved by voters.

29 (2) An agency and high capacity transportation corridor area may
30 impose a sales and use tax solely for the purpose of providing high
31 capacity transportation service, in addition to the tax authorized by
32 RCW 82.14.030, upon retail car rentals within the applicable
33 jurisdiction that are taxable by the state under chapters 82.08 and
34 82.12 RCW. The rate of tax may not exceed 2.172 percent. The rate of
35 tax imposed under this subsection must bear the same ratio of the
36 2.172 percent authorized that the rate imposed under subsection (1)
37 of this section bears to the rate authorized under subsection (1) of
38 this section. The base of the tax is the selling price in the case of
39 a sales tax or the rental value of the vehicle used in the case of a
40 use tax.

1 (3) Any motor vehicle excise tax previously imposed under the
2 provisions of (~~RCW 81.104.160(1)~~) subsection (1)(a) of this section
3 shall be repealed, terminated, and expire on December 5, 2002, except
4 for a motor vehicle excise tax for which revenues have been
5 contractually pledged to repay a bonded debt issued before December
6 5, 2002, as determined by *Pierce County et al. v. State*, 159 Wn.2d
7 16, 148 P.3d 1002 (2006). In the case of bonds that were previously
8 issued, the motor vehicle excise tax must comply with chapter 82.44
9 RCW as it existed on January 1, 1996.

10 (4) If a regional transit authority imposes the tax authorized
11 under subsection (1) of this section, the authority may not receive
12 any state grant funds provided in an omnibus transportation
13 appropriations act except transit coordination grants created in
14 chapter 11, Laws of 2015 3rd sp. sess.

15 NEW SECTION. **Sec. 3.** A new section is added to chapter 81.104
16 RCW to read as follows:

17 (1) Subject to the conditions of this section, a regional transit
18 authority may submit an authorizing proposition to the voters within
19 the boundaries of an enhanced service zone described in section 1 of
20 this act, and if approved, may fix and impose a parking tax on all
21 persons engaged in a commercial parking business within the enhanced
22 service zone.

23 (2) In lieu of the tax in subsection (1) of this section, a
24 regional transit authority may submit an authorizing proposition to
25 the voters within the boundaries of an enhanced service zone
26 described in section 1 of this act, and if approved, may fix and
27 impose a tax for the act or privilege of parking a motor vehicle in a
28 facility operated by a commercial parking business within the
29 enhanced service zone.

30 The regional transit authority may provide that:

31 (a) The tax is paid by the operator or owner of the motor
32 vehicle;

33 (b) The tax applies to all parking for which a fee is paid,
34 whether paid directly or indirectly through a lease, including
35 parking supplied with a lease of nonresidential space, but the tax
36 does not apply when an exclusive and individual residential parking
37 stall is provided as an inseverable condition of a residential lease
38 agreement for the duration of that lease agreement, or is charged
39 separately from the residential rent payment, as long as the parking

1 stall is in the same residential building in which the lessee
2 resides;

3 (c) The tax is collected by the operator of the facility and
4 remitted to the regional transit authority;

5 (d) The tax is a fee per vehicle or is measured by the parking
6 charge;

7 (e) The tax rate varies with zoning or location of the facility,
8 the duration of the parking, the time of entry or exit, the type or
9 use of the vehicle, or other reasonable factors; or

10 (f) Carpools, vehicles with a disabled parking placard, or
11 government vehicles are exempt from the tax.

12 (3) "Commercial parking business," as used in this section, means
13 the ownership, lease, operation, or management of a commercial
14 parking lot in which fees are charged, except that "commercial
15 parking business" does not mean lease of parking in a residential
16 building provided as an exclusive and inseverable condition of a
17 residential lease agreement for the duration of that lease agreement.
18 "Commercial parking lot" means a covered or uncovered area with
19 stalls for the purpose of parking motor vehicles.

20 (4) The rate of the tax under subsection (1) of this section may
21 be based either upon gross proceeds or the number of vehicle stalls
22 available for commercial parking use. The rates charged must be
23 uniform for the same class or type of commercial parking business.

24 (5) The regional transit authority levying the tax provided for
25 in subsection (1) or (2) of this section may provide for its payment
26 on a monthly, quarterly, or annual basis. A regional transit
27 authority may develop by ordinance or resolution rules for
28 administering the tax, including provisions for reporting by
29 commercial parking businesses, collection, and enforcement.

30 (6) The proceeds of the commercial parking tax fixed and imposed
31 by a regional transit authority under subsection (1) or (2) of this
32 section must be used to raise revenue to fund the improvement or
33 improvements described in section 1 of this act.

34 **Sec. 4.** RCW 81.104.015 and 2016 c 33 s 7 are each amended to
35 read as follows:

36 Unless the context clearly requires otherwise, the definitions in
37 this section apply throughout this chapter.

38 (1) "Enhanced service zone" means an area within a regional
39 transit authority district created pursuant to section 1 of this act.

1 (2) "High capacity transportation corridor area" means a quasi-
2 municipal corporation and independent taxing authority within the
3 meaning of Article VII, section 1 of the state Constitution, and a
4 taxing district within the meaning of Article VII, section 2 of the
5 state Constitution, created by a transit agency governing body.

6 ~~((2))~~ (3) "High capacity transportation system" means a system
7 of public transportation services within an urbanized region
8 operating principally on exclusive rights-of-way, and the supporting
9 services and facilities necessary to implement such a system,
10 including interim express services and high occupancy vehicle lanes,
11 which taken as a whole, provides a substantially higher level of
12 passenger capacity, speed, and service frequency than traditional
13 public transportation systems operating principally in general
14 purpose roadways.

15 ~~((3))~~ (4) "Rail fixed guideway public transportation system"
16 means a rail fixed guideway system, but does not include a system
17 that is not public transportation, such as seasonal, tourist, or
18 intraterminal service.

19 ~~((4))~~ (5) "Rail fixed guideway system" means a light, heavy, or
20 rapid rail system, monorail, inclined plane, funicular, trolley, or
21 other fixed rail guideway component of a high capacity transportation
22 system that is not regulated by the federal railroad administration,
23 or its successor. "Rail fixed guideway system" does not mean
24 elevators, moving sidewalks or stairs, and vehicles suspended from
25 aerial cables, unless they are an integral component of a station
26 served by a rail fixed guideway system.

27 ~~((5))~~ (6) "Regional transit system" means a high capacity
28 transportation system under the jurisdiction of one or more transit
29 agencies except where a regional transit authority created under
30 chapter 81.112 RCW exists, in which case "regional transit system"
31 means the high capacity transportation system under the jurisdiction
32 of a regional transit authority.

33 ~~((6))~~ (7) "Transit agency" means city-owned transit systems,
34 county transportation authorities, metropolitan municipal
35 corporations, and public transportation benefit areas.

36 **Sec. 5.** RCW 81.104.100 and 2011 c 127 s 1 are each amended to
37 read as follows:

38 To assure development of an effective high capacity
39 transportation system, local authorities shall follow the following

1 planning process only if their system plan includes a rail fixed
2 guideway system component or a bus rapid transit component that is
3 planned by a regional transit authority:

4 (1) Regional, multimodal transportation planning is the ongoing
5 urban transportation planning process conducted in each urbanized
6 area by its regional transportation planning organization. During
7 this process, regional transportation goals are identified, travel
8 patterns are analyzed, and future land use and travel are projected.
9 The process provides a comprehensive view of the region's
10 transportation needs but does not select specified modes to serve
11 those needs. The process shall identify a priority corridor or
12 corridors for further study of high capacity transportation
13 facilities if it is deemed feasible by local officials.

14 (2) High capacity transportation system planning is the detailed
15 evaluation of a range of high capacity transportation system options,
16 including: Do nothing, low capital, and ranges of higher capital
17 facilities. To the extent possible this evaluation shall take into
18 account the urban mass transportation administration's requirements
19 identified in subsection (3) of this section.

20 High capacity transportation system planning shall proceed as
21 follows:

22 (a) Organization and management. The responsible local transit
23 agency or agencies shall define roles for various local agencies,
24 review background information, provide for public involvement, and
25 develop a detailed work plan for the system planning process.

26 (b) Development of options. Options to be studied shall be
27 developed to ensure an appropriate range of technologies and service
28 policies can be evaluated. A do-nothing option and a low capital
29 option that maximizes the current system shall be developed. Several
30 higher capital options that consider a range of capital expenditures
31 for several candidate technologies shall be developed.

32 (c) Analysis methods. The local transit agency shall develop
33 reports describing the analysis and assumptions for the estimation of
34 capital costs, operating and maintenance costs, methods for travel
35 forecasting, a financial plan and an evaluation methodology.

36 (d) The system plan submitted to the voters pursuant to RCW
37 81.104.140 shall address, but is not limited to the following issues:

38 (i) Identification of level and types of high capacity
39 transportation services to be provided;

40 (ii) A plan of high occupancy vehicle lanes to be constructed;

1 (iii) Identification of route alignments and station locations
2 with sufficient specificity to permit calculation of costs,
3 ridership, and system impacts;

4 (iv) Performance characteristics of technologies in the system
5 plan;

6 (v) Patronage forecasts;

7 (vi) A financing plan describing: Phasing of investments; capital
8 and operating costs and expected revenues; cost-effectiveness
9 represented by a total cost per system rider and new rider estimate;
10 estimated ridership and the cost of service for each individual high
11 capacity line; and identification of the operating revenue to
12 operating expense ratio.

13 The financing plan shall specifically differentiate the proposed
14 use of funds between high capacity transportation facilities and
15 services, and high occupancy vehicle facilities;

16 (vii) Description of the relationship between the high capacity
17 transportation system plan and adopted land use plans;

18 (viii) An assessment of social, economic, and environmental
19 impacts; and

20 (ix) Mobility characteristics of the system presented, including
21 but not limited to: Qualitative description of system/service
22 philosophy and impacts; qualitative system reliability; travel time
23 and number of transfers between selected residential, employment, and
24 activity centers; and system and activity center mode splits.

25 (3) High capacity transportation project planning is the detailed
26 identification of alignments, station locations, equipment and
27 systems, construction schedules, environmental effects, and costs.
28 High capacity transportation project planning shall proceed as
29 follows: The local transit agency shall analyze and produce
30 information needed for the preparation of environmental impact
31 statements. The impact statements shall address the impact that
32 development of such a system will have on abutting or nearby property
33 owners. The process of identification of alignments and station
34 locations shall include notification of affected property owners by
35 normal legal publication. At minimum, such notification shall include
36 notice on the same day for at least three weeks in at least two
37 newspapers of general circulation in the county where such project is
38 proposed. Special notice of hearings by the conspicuous posting of
39 notice, in a manner designed to attract public attention, in the

1 vicinity of areas identified for station locations or transfer sites
2 shall also be provided.

3 In order to increase the likelihood of future federal funding,
4 the project planning processes shall follow the urban mass
5 transportation administration's requirements as described in
6 "Procedures and Technical Methods for Transit Project Planning",
7 published by the United States department of transportation, urban
8 mass transportation administration, September 1986, or the most
9 recent edition. Nothing in this subsection shall be construed to
10 preclude detailed evaluation of more than one corridor in the
11 planning process.

12 The department of transportation shall provide system and project
13 planning review and monitoring in cooperation with the expert review
14 panel identified in RCW 81.104.110. In addition, the local transit
15 agency shall maintain a continuous public involvement program and
16 seek involvement of other government agencies.

17 (4) This section does not apply to a ballot proposition submitted
18 to voters of an enhanced service zone authorized in section 1(3) (a)
19 and (c) of this act.

20 **Sec. 6.** RCW 81.104.110 and 2011 c 127 s 2 are each amended to
21 read as follows:

22 (1) The legislature recognizes that the planning processes
23 described in RCW 81.104.100 provide a recognized framework for
24 guiding high capacity transportation studies. However, the process
25 cannot guarantee appropriate decisions unless key study assumptions
26 are reasonable.

27 (2) To assure appropriate system plan assumptions and to provide
28 for review of system plan results, an expert review panel shall be
29 appointed to provide independent technical review for development of
30 any system plan which:

31 (a) Is to be funded in whole or in part by the imposition of any
32 voter-approved local option funding sources enumerated in RCW
33 81.104.140; and

34 (b) Includes a rail fixed guideway system component or a bus
35 rapid transit component that is planned by a regional transit
36 authority.

37 (3) The expert review panel shall consist of five to (~~ten~~) 10
38 members who are recognized experts in relevant fields, such as
39 transit operations, planning, emerging transportation technologies,

1 engineering, finance, law, the environment, geography, economics, and
2 political science.

3 (4) The expert review panel shall be selected cooperatively by
4 the chairs of the senate and house transportation committees, the
5 secretary of the department of transportation, and the governor to
6 assure a balance of disciplines. In the case of counties adjoining
7 another state or Canadian province the expert review panel membership
8 shall be selected cooperatively with representatives of the adjoining
9 state or Canadian province.

10 (5) The chair of the expert review panel shall be designated by
11 the appointing authorities.

12 (6) The expert review panel shall serve without compensation but
13 shall be reimbursed for expenses according to RCW 43.03.050 and
14 43.03.060. Reimbursement shall be paid from within the existing
15 resources of the local authority planning under this chapter.

16 (7) The panel shall carry out the duties set forth in subsections
17 (8) and (9) of this section until the date on which an election is
18 held to consider the high capacity transportation system and
19 financing plans.

20 (8) The expert panel shall review all reports required in RCW
21 81.104.100(2) and shall concentrate on service modes and concepts,
22 costs, patronage and financing evaluations.

23 (9) The expert panel shall provide timely reviews and comments on
24 individual reports and study conclusions to the department of
25 transportation, the regional transportation planning organization,
26 the joint regional policy committee, and the submitting lead transit
27 agency. In the case of counties adjoining another state or Canadian
28 province, the expert review panel shall provide its reviews,
29 comments, and conclusions to the representatives of the adjoining
30 state or Canadian province.

31 (10) The local authority planning under this chapter shall
32 contract for consulting services for expert review panels. The amount
33 of consultant support shall be negotiated with each expert review
34 panel by the local authority and shall be paid from within the local
35 authority's existing resources.

36 (11) This section does not apply to a ballot proposition
37 submitted to voters of an enhanced service zone authorized in section
38 1(3) (a) and (c) of this act.

1 **Sec. 7.** RCW 81.104.140 and 2015 3rd sp.s. c 44 s 318 are each
2 amended to read as follows:

3 (1) Agencies authorized to provide high capacity transportation
4 service, including transit agencies and regional transit authorities,
5 and regional transportation investment districts acting with the
6 agreement of an agency, are hereby granted dedicated funding sources
7 for such systems. These dedicated funding sources, as set forth in
8 RCW 81.104.150, 81.104.160, 81.104.170, ~~((and))~~ 81.104.175, and
9 section 3 of this act, are authorized only for agencies located in

10 (a) each county with a population of ~~((two hundred ten thousand))~~
11 210,000 or more and (b) each county with a population of from ~~((one~~
12 ~~hundred twenty-five thousand))~~ 125,000 to less than ~~((two hundred ten~~
13 ~~thousand))~~ 210,000 except for those counties that do not border a
14 county with a population as described under (a) of this subsection.
15 In any county with a population of ~~((one million))~~ 1,000,000 or more
16 or in any county having a population of ~~((four hundred thousand))~~
17 400,000 or more bordering a county with a population of ~~((one~~
18 ~~million))~~ 1,000,000 or more, these funding sources may be imposed
19 only by a regional transit authority or a regional transportation
20 investment district. Regional transportation investment districts
21 may, with the approval of the regional transit authority within its
22 boundaries, impose the taxes authorized under this chapter, but only
23 upon approval of the voters and to the extent that the maximum amount
24 of taxes authorized under this chapter have not been imposed.

25 (2) Agencies planning to construct and operate a high capacity
26 transportation system should also seek other funds, including
27 federal, state, local, and private sector assistance.

28 (3) Funding sources should satisfy each of the following criteria
29 to the greatest extent possible:

- 30 (a) Acceptability;
- 31 (b) Ease of administration;
- 32 (c) Equity;
- 33 (d) Implementation feasibility;
- 34 (e) Revenue reliability; and
- 35 (f) Revenue yield.

36 (4) (a) Agencies participating in regional high capacity
37 transportation system development are authorized to levy and collect
38 the following voter-approved local option funding sources:

39 (i) Employer tax as provided in RCW 81.104.150, other than by
40 regional transportation investment districts;

1 (ii) Special motor vehicle excise tax as provided in RCW
2 81.104.160;

3 (iii) Regular property tax as provided in RCW 81.104.175; (~~and~~)

4 (iv) Sales and use tax as provided in RCW 81.104.170; and

5 (v) Parking tax as provided in section 3 of this act.

6 (b) Revenues from these taxes may be used only to support those
7 purposes prescribed in subsection (~~(10)~~) (11) of this section.
8 Before the date of an election authorizing an agency to impose any of
9 the taxes enumerated in this section and authorized in RCW
10 81.104.150, 81.104.160, 81.104.170, and 81.104.175, the agency must
11 comply with the process prescribed in RCW 81.104.100 (1) and (2) and
12 81.104.110, except as otherwise provided in section 1 of this act. No
13 construction on exclusive right-of-way may occur before the
14 requirements of RCW 81.104.100(3) are met, except as otherwise
15 provided in section 1 of this act.

16 (5) Except for the regular property tax authorized in RCW
17 81.104.175, the authorization in subsection (4) of this section may
18 not adversely affect the funding authority of transit agencies not
19 provided for in this chapter. Local option funds may be used to
20 support implementation of interlocal agreements with respect to the
21 establishment of regional high capacity transportation service.
22 Except when a regional transit authority exists, local jurisdictions
23 must retain control over moneys generated within their boundaries,
24 although funds may be commingled with those generated in other areas
25 for planning, construction, and operation of high capacity
26 transportation systems as set forth in the agreements.

27 (6) Except for the regular property tax authorized in RCW
28 81.104.175, agencies planning to construct and operate high capacity
29 transportation systems may contract with the state for collection and
30 transference of voter-approved local option revenue.

31 (7) Dedicated high capacity transportation funding sources
32 authorized in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175
33 are subject to voter approval by a simple majority. A single ballot
34 proposition may seek approval for one or more of the authorized
35 taxing sources. The ballot title must reference the document
36 identified in subsection (~~(8)~~) (9) of this section.

37 (8) Dedicated enhanced service zone funding sources authorized in
38 RCW 81.104.160(1)(b) and section 3 of this act are subject to voter
39 approval by a simple majority of the enhanced service zone.

1 (9) Agencies must provide to the registered voters in the area a
2 document describing the systems plan and the financing plan set forth
3 in RCW 81.104.100, except as otherwise provided in section 1 of this
4 act. It must also describe the relationship of the system to regional
5 issues such as development density at station locations and activity
6 centers, and the interrelationship of the system to adopted land use
7 and transportation demand management goals within the region. This
8 document must be provided to the voters at least twenty days prior to
9 the date of the election.

10 (~~(9)~~) (10) For any election in which voter approval is sought
11 for a high capacity transportation system plan and financing plan
12 pursuant to RCW 81.104.040, a local voters' pamphlet must be produced
13 as provided in chapter 29A.32 RCW.

14 (~~(10)~~) (11) (a) Agencies providing high capacity transportation
15 service must retain responsibility for revenue encumbrance,
16 disbursement, and bonding. Funds may be used for any purpose relating
17 to planning, construction, and operation of high capacity
18 transportation systems and commuter rail systems, personal rapid
19 transit, busways, bus sets, and entrained and linked buses.

20 (b) A regional transit authority that imposes a motor vehicle
21 excise tax after July 15, 2015, imposes a property tax, or increases
22 a sales and use tax to more than nine-tenths of one percent must
23 undertake a process in which the authority's board formally considers
24 inclusion of the name, Scott White, in the naming convention
25 associated with either the University of Washington or Roosevelt
26 stations.

27 **Sec. 8.** RCW 81.104.180 and 2015 3rd sp.s. c 44 s 327 are each
28 amended to read as follows:

29 Cities that operate transit systems, county transportation
30 authorities, metropolitan municipal corporations, public
31 transportation benefit areas, high capacity transportation corridor
32 areas, and regional transit authorities are authorized to pledge
33 revenues from the employer tax authorized by RCW 81.104.150, the
34 taxes authorized by RCW 81.104.160, the sales and use tax authorized
35 by RCW 81.104.170, (~~and~~) the property tax authorized by RCW
36 81.104.175, and the parking tax authorized by section 3 of this act,
37 to retire bonds issued solely for the purpose of providing high
38 capacity transportation service.

1 **Sec. 9.** RCW 81.104.190 and 2009 c 280 s 7 are each amended to
2 read as follows:
3 Cities that operate transit systems, county transportation
4 authorities, metropolitan municipal corporations, public
5 transportation benefit areas, high capacity transportation corridor
6 areas, and regional transit systems may contract with the state
7 department of revenue or other appropriate entities for
8 administration and collection of any tax authorized by RCW
9 81.104.150, 81.104.160, (~~and~~) 81.104.170, and section 3 of this
10 act.

--- END ---