



H.B. 89

124th General Assembly
(As Introduced)

**Reps. Flowers, Goodman, Allen, Britton, Brinkman, Damschroder, Redfern,
Seitz, Williams**

BILL SUMMARY

- Changes the ballot language for transit authority sales tax issues so that the ballot can reflect that the tax is to be spent for a specific transit-related purpose.

CONTENT AND OPERATION

Transit authority sales taxes--generally

(secs. 306.70, 5739.01(U), (V), and (W), 5739.023, and 5741.022)

Transit systems may be established by boards of county commissioners or by combinations of political subdivisions to provide public transit throughout the county or subdivision territories. If the system is established by a board of county commissioners, the board may either operate the system itself or appoint a county or regional transit authority to operate the system; if the system is established by a combination of counties or other political subdivisions, the system must be operated by a regional transit authority created by the subdivisions.

To fund the transit system, the county or transit authority may propose the levy of a sales and use tax to voters. The rate of the tax may be up to 1-1/2%. The transit tax rate is in addition to the 5% state tax rate and any other rate levied by the county. The tax is levied throughout the territory of the transit authority; at a minimum, this territory must include an entire county; if the system is a regional system, the territory in which the tax is levied must encompass at least the most populous county where the system is located.

Transit system sales tax ballots

(sec. 306.70)

Current law specifies the form of the ballot for transit system sales tax issues. As with any law levying a tax, the ballot language states the purpose for which the tax revenue is to be spent. The current ballot language must state the purpose as "all transit purposes."

The bill allows the ballot language to express the purpose of the tax as "all transit purposes" or to specify one or more specific transit purposes for which the tax revenue will be spent. The bill does not change the purposes for which transit sales tax revenue may be spent.

HISTORY

ACTION	DATE	JOURNAL ENTRY
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