



Please Support SHB 1858: Transportation Benefit District Flexibility

SHB 1858 Provides Local Government Flexibility

It modifies the current Transportation Benefit District Authority to:

- Allow cities or counties to impose the first \$20 of the vehicle fee (the balance remains voter approved).
- Allow cities or counties to impose limited transportation impact fees, but prohibits “double dipping” of existing impact fees and impact fees on any residential property.

Accountability:

- ✓ Public Hearings are required
- ✓ Funds must be used according to transportation criteria in current law
- ✓ Projects must be identified in a local transportation plan and a regional transportation planning organization plan.

Current Law

Transportation Benefit District Creation:

The legislative authority of a county or city may establish a Transportation Benefit District (TBD) within county or city for the purpose of acquiring, constructing, improving, providing, and funding a transportation improvement within the district. The TBD must be consistent with any existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.

TBD Revenue Authority:

Subject to voter approval, TBDs have independent taxing authority to implement the following revenue measures: 1) property taxes (a one year levy, and/or a levy for general obligation bonds); (2) Up to 2/10 of 1% local option sales and use taxes; (3) an annual vehicle license fee per vehicle registered in the district, not to exceed \$100; and (4) transportation impact fees.

Cities and counties have lost nearly \$150 million in transportation revenue since 2003, even with the Transportation Partnership Act distribution. At the same time, cities and counties are experiencing the same double-digit cost increases as the state.