



April 2007

Support SHB 1858: Transportation Benefit District Flexibility

What’s wrong with jobs?

- ✓ Without a healthy transportation system our economy can’t grow.

What’s wrong with funding local transportation to fight congestion?

- ✓ Post I-776, nearly an estimated \$200M has been lost in local transportation investments to reduce gridlock.

What’s wrong with local government accountability and decision making?

- ✓ **SHB 1858** funding is for transportation purposes only.
- ✓ Projects are required to be in a local transportation plan.
- ✓ Projects are required to be in a regional 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.

SHB 1858 will:

- Allow cities or counties to impose the first \$20 of the vehicle license fee if a TBD is jurisdiction-wide (the balance remains voter approved).
- Allow cities or counties to impose limited transportation impact fees, but prohibits “double-dipping” of existing impact fees or imposing fees on residential property.