



Transportation Benefit Districts

(RCW 36.73)

What is a Transportation Benefit District?

A Transportation Benefit District (TBD) is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. A TBD is an independent taxing district that can impose specific taxes or fees, either through a vote of the people or through district board action. TBDs are flexible - they allow cities and counties to work independently or cooperatively to address both local and regional transportation challenges.

Who may create a TBD?

The legislative authority of a county or city may create a TBD. The county or city proposing to create a TBD may include other counties, cities, port districts, or transit districts through interlocal agreements.

Who governs the TBD?

The members of the legislative authority (county or city) proposing to establish a TBD serve as the governing body of the TBD. The legislative authority is acting ex officio and independently as the TBD governing body. If a TBD includes additional jurisdictions through interlocal agreements, then the governing body must have at least five members, including at least one elected official from each of the participating jurisdictions.

Why create a TBD if the county or city legislative authority is the governing board?

TBDs have more flexibility to solve specific transportation issues. For example, more than one type of jurisdiction can be part of a TBD and the boundaries can be less than countywide or citywide.

What transportation improvements can be funded by a TBD?

The definition of transportation improvements is fairly broad. This can include maintenance and improvements to city streets, county roads, state highways, public transportation, transportation demand management, and other transportation projects identified in a local, regional or state plan.

What revenue options do TBDs have?

TBDs have several revenue options subject to voter approval:

- Property taxes - a 1-year excess levy or an excess levy for capital purposes;
- Up to 0.2% sales and use tax;
- Up to \$100 annual vehicle fee per vehicle registered in the district; and
- Vehicle tolls.

TBDs have two revenue options that do not require voter approval, but are subject to additional conditions. To impose either fee, the TBD's boundaries must be countywide or citywide, or if applicable, in the unincorporated county. Foregoing a vote is an option. A county or city still has the option of placing either fee to the vote of the people as an advisory vote or an actual requirement of imposition. The two options are:

1. **Annual vehicle fee up to \$20.** This fee is collected at the time of vehicle renewal and cannot be used to fund passenger-only ferry service improvements. (HB 1485 increases this option up to \$40.)
2. **Transportation impact fees on commercial and industrial buildings.** Residential buildings are excluded. In addition, a county or city must provide a credit for a commercial or industrial transportation impact if the respective county or city has already imposed a transportation impact fee.

Jurisdiction	Vehicle license fee	Sales tax
Transportation Benefit Districts Passed in 2013		
Aberdeen		\$0.0013 sales tax (passed, election 2/12/13) effective 7/1/13
Arlington (Ord. passed 4/1/13) - Has not passed funding provision		
Covington (Ord. passed 4/9/13) - Has not passed funding provision		
DuPont (Ord. passed 1/8/13)	\$20 (effective 9/1/13)	
Enumclaw (Ord. passed 05/14/2013) - Has not passed funding provision		
Transportation Benefit Districts passed in 2012		
Bainbridge Island	\$20 (passed 1/9/12)	
Castle Rock		\$0.002 sales tax (passed, election 11/6/2012)
Eatonville	\$20 (effective 3/1/13)	
Kelso	\$20 (passed 12/4/12)	
Kenmore - Has not passed funding provision		
Maple Valley	\$20 (passed 12/10/12)	
Kittitas	\$20 (effective 12/1/12)	
Lynden		\$0.002 sales tax (passed, election 11/6/12)
Royal City	\$20 (effective 11/1/12)	
Stanwood		\$0.002 sales tax (passed, election 2/12/13)
Tacoma	\$20	
Toppenish	\$20 (effective 12/1/12)	
Waitsburg		\$0.002 sales tax (passed, election 4/17/12)
Wapato	\$20 (effective 4/1/13)	
Yakima - Has not passed funding provision		
Transportation Benefit Districts passed in 2011		
Auburn - Has not passed funding provision		
Ferndale		\$0.002 sales tax (passed, election 2/14/12)
Grandview	\$20 (2/1/12)	
Mabton	\$20 (12/1/11)	
Mountlake Terrace	\$20 (effective 8/1/12)	

Jurisdiction	Vehicle license fee	Sales tax
Transportation Benefit Districts passed in 2011 (con't)		
North Bend		\$0.002 sales tax (passed, election 11/8/11)
Orting	\$20 (effective 2/1/13 - 1/31/15)	
Snohomish County		\$0.002 sales tax (passed 8/16/11)
Spokane	\$20 (09/01/2011)	
Walla Walla		\$0.002 sales tax (passed, election 2/14/12)
Wenatchee	\$20 (effective 8/1/12)	
Zillah	\$20 (effective 7/12/12)	
Transportation Benefit Districts passed in 2010		
Bellingham		\$0.002 sales tax (4/1/11)
King County - No funding designated		
Leavenworth		\$0.002 sales tax (4/1/11)
Lynnwood	\$20 (7/1/11)	
Seattle	\$20 (5/1/11)	
Snohomish		\$0.002 sales tax (1/1/12)
Snoqualmie	\$20 (3/1/11)	
Transportation Benefit Districts passed in 2009		
Bremerton	\$20 (12/7/11 passed, effective 7/1/12)	
Burien	\$10 (2/1/10)	
Prosser	\$20 (11/1/09)	
Shoreline	\$20 (2/1/10)	
University Place - No funding designated		
Transportation Benefit Districts passed in 2008		
Des Moines	\$20 (9/1/09)	
Edmonds	\$20 (9/1/09)	
Lake Forest Park	\$20 (9/1/09)	
Olympia	\$20 (10/1/09)	
Ridgefield		Sales tax repealed effective 10/1/12 - \$0.002 sales tax (4/1/09)
Sequim		\$0.002 sales tax (4/1/10)
Transportation Benefit Districts passed prior to 2008		
Liberty Lake (2002)		
Point Roberts, Whatcom County (1992)		Special gas tax \$0.01/gallon (1992)