

# TRANSPORTATION BENEFIT DISTRICTS

WSDOT/MPO/RTPO  
Meeting  
August 24, 2010

# Introduction

- ▣ Authorized pursuant to RCW 36.73
- ▣ District is a quasi-municipal corporation
- ▣ District is an independent taxing district
- ▣ Can be formed by a city, a county, or combination of cities, counties, port districts and transit districts through inter-local agreement

## Purpose of a TBD – RCW 36.73.020(1)

- ▣ “acquiring, constructing, improving, providing, and funding a transportation improvement within the district”
- ▣ “consistent with any existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels”

# Governing Board

- ▣ If one city or a county forming it, legislative body of the city or county constitutes board of district as well (Council or Commissioners)
- ▣ If multiple jurisdictions involved, must be at minimum five members on board, including at least one elected from each partner jurisdiction
- ▣ The law now allows a third type of board, comprised of members of the local metropolitan planning organization (MPO), which for Spokane is the SRTC

# Adoption mechanism

- ▣ Only after a public hearing
- ▣ Adopted by ordinance that includes:
  - Description of the boundary of the district
  - Statement that it is in the public interest to form it
  - Description of the improvements to be done
  - Statement of proposed taxes/fees/charges to be imposed
- ▣ For a regional TBD, the BOCC must adopt an ordinance and propose an Interlocal agreement that must be signed by 60% of the jurisdictions representing 75% of the population (9 jurisdictions)

# “Qualifying transportation improvement”

- ▣ Improvement must be located in TBD boundary
- ▣ Improvement necessitated by existing or reasonably foreseeable congestion levels
- ▣ Improvement contained in state, regional or local transportation plan

# Statutory definition of “transportation improvement”

- ▣ RCW 36.73.015
  - New or existing highways of statewide significance
  - Principal arterials of regional significance
  - High capacity transportation
  - Public transportation
  - Transportation demand management
  - Other transportation projects and programs of regional or statewide significance as defined in a regional or statewide transportation plan

# “Capital project” v. “Program”

- ▣ TBD funds can be used for capital projects
- ▣ TBD funds can also be used for programs
  - Maintenance or preservation of existing street system
  - Must be identified in Metropolitan Transportation Plan (MTP)
    - ▣ SRTC’s MTP identifies street maintenance program as allowed use of TBD funds derived from car tab fees
    - ▣ Such use for programs should be clearly set forth in adopting ordinance

## Funding options – with voter approval

- ▣ Once a fee/tax/charge/toll set by voters, it cannot be increased without additional voter approval
- ▣ New property tax – 1 year excess levy or excess levy for capital purposes
- ▣ Up to 0.2% sales or use tax (10 year max before voter re-authorization)
- ▣ Vehicle tolls on specified roads
- ▣ Vehicle tab fee

## Funding options – with voter approval – cont.

- ▣ Vehicle tab fee –
  - Up to \$100 annually per vehicle in district
  - Collected at time of tab renewal
  - Funds are not available for use until 6 months after approval of TBD
  - If tab fee exceeds \$20 for multi-jurisdictional district, the governing board places it on a ballot for public approval

## Funding options – without voter approval

- ▣ Two options not subject to mandatory voter approval (but voter approval may be used)
  - Annual car tab fee up to \$20
  - Transportation impact fees on commercial and industrial buildings (residential buildings excluded)

# Regional Transportation Benefit District

## Interlocal Agreement Overview

# Interlocal Regional TBD Agreement

- ▣ Purpose of TBD
- ▣ Definition of Boundaries
- ▣ Definition of Terms
- ▣ Designation of Fiscal Agents
- ▣ Project List
- ▣ Identification of Revenues

# Interlocal Regional TBD Agreement

- Purpose of Interlocal

Define a “structure” to oversee collection & distribution of tbd funds.

- Definition of Boundaries

Boundaries are contiguous with the County line, and include all cities/towns.

- Definition of Terms

“Transportation Improvements”

“Improvements of Regional Significance”

- Governing Board/Fiscal

The MPO board shall serve as the regional TBD board & fiscal agent.

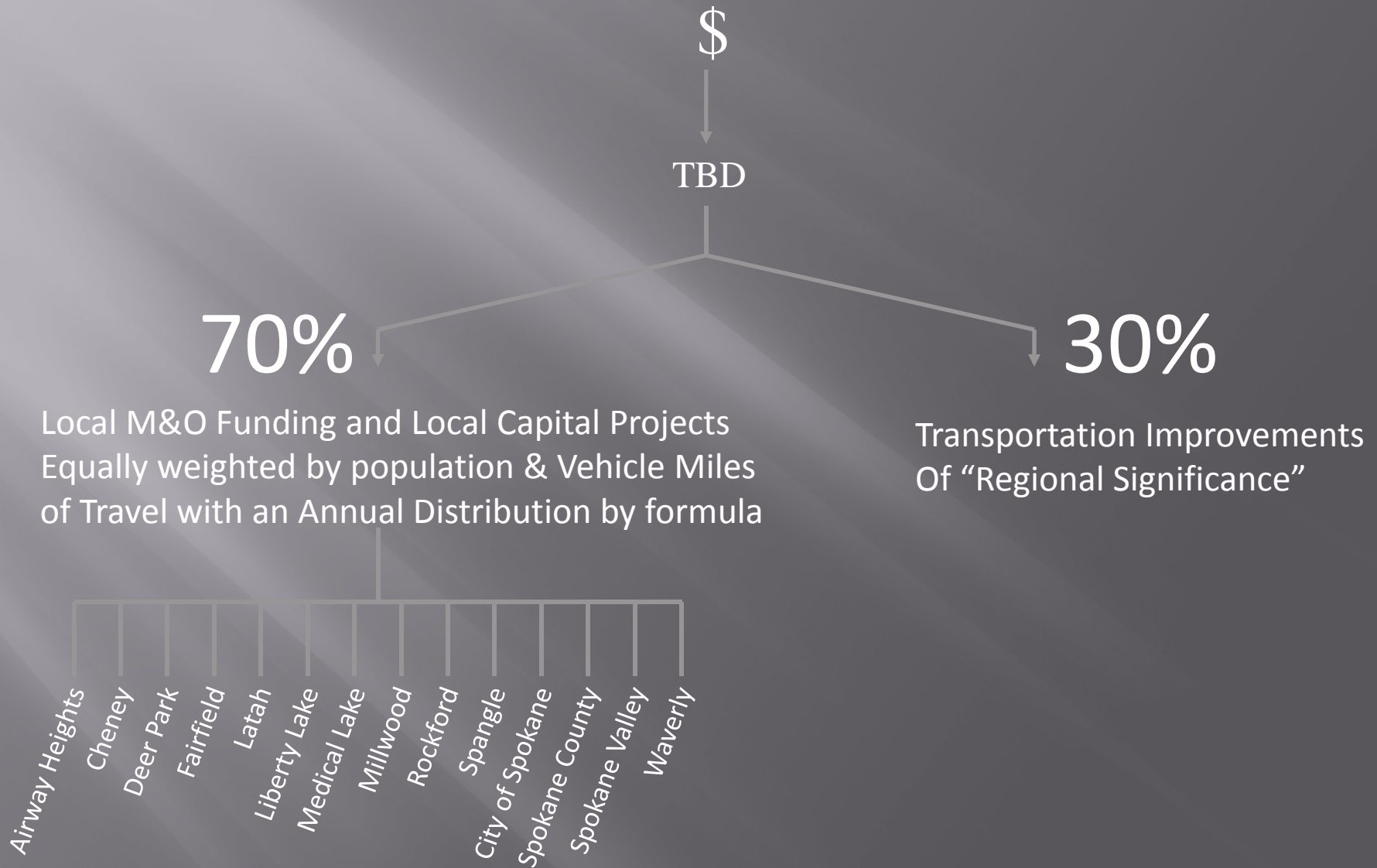
- Project List

“Project” includes all improvements listed on the 6-year transportation program.

- Identification of Revenues

All revenues subject to public vote.  
No transportation impact fees.

# Proposed TBD Structure



# Proposed TBD Structure

## TBD Funding Allocation Based on Population and Average Daily Vehicle Miles of Travel

	Daily Vehicle Miles Trave	% of Daily Vehicle Miles	OFM 2010 Population	% of Population	Averaged Rate	Funding Level \$20,000,000	70%
<b>Spokane County Total</b>	<b>11,139,822</b>	<b>100%</b>	<b>470,320</b>	<b>100%</b>		<b>Allocation</b>	
City of Spokane	2,246,257	20.16%	206,900	43.99%	32.08%	<b>\$6,415,554</b>	\$6,415,554
Unincorporated Spokane County	2,247,871	20.18%	137,712	29.28%	24.73%	<b>\$4,945,918</b>	\$4,945,918
City of Spokane Valley	988,327	8.87%	90,210	19.18%	14.03%	<b>\$2,805,257</b>	\$2,805,257
Cheney (1)	9,481	0.09%	10,680	2.27%	1.18%	<b>\$235,590</b>	\$235,590
Airway Heights	11,763	0.11%	5,600	1.19%	0.65%	<b>\$129,627</b>	\$129,627
Medical Lake (1)	9,694	0.09%	4,785	1.02%	0.55%	<b>\$110,441</b>	\$110,441
Liberty Lake	75,410	0.68%	7,620	1.62%	1.15%	<b>\$229,711</b>	\$229,711
Deer Park	15,382	0.14%	3,480	0.74%	0.44%	<b>\$87,800</b>	\$87,800
Millwood	22,720	0.20%	1,680	0.36%	0.28%	<b>\$56,115</b>	\$56,115
Fairfield	1,391	0.01%	589	0.13%	0.07%	<b>\$13,772</b>	\$13,772
Rockford	86	0.00%	489	0.10%	0.05%	<b>\$10,474</b>	\$10,474
Spangle	1,519	0.01%	275	0.06%	0.04%	<b>\$7,211</b>	\$7,211
Latah	80	0.00%	193	0.04%	0.02%	<b>\$4,176</b>	\$4,176
Waverly	210	0.00%	107	0.02%	0.01%	<b>\$2,463</b>	\$2,463
<b>Small Town Group &lt; 15,000 pop</b>		<b>1.33%</b>	<b>35,498</b>	<b>7.55%</b>	<b>4.44%</b>	<b>\$887,382</b>	\$887,382
<b>Fairchild AFB</b>	28347	0.25%			0.13%	<b>\$25,447</b>	\$25,447
<b>Spokane International Airport</b>	24,576	0.22%			0.11%	<b>\$22,061</b>	\$22,061
<b>WSDOT Federal Routes</b>	5,371,147	48.22%			24.11%	<b>\$4,821,574</b>	
<b>WSDOT SR Routes on City Streets</b>	85,066	0.76%			0.38%	<b>\$76,362</b>	
<b>Total</b>	<b>11,139,822</b>	<b>100.00%</b>	<b>470,320</b>	<b>100.00%</b>	<b>99.49%</b>	<b>\$19,999,554</b>	<b>\$15,076,172</b>

(1) Subject to Change after roadway network review

# Interlocal Regional TBD Agreement

## Definition of Terms:

“Transportation Improvements” – (70% of funds) -- those improvements allowed under RCW 36.73.015 & RCW 36.73.020. Projects for all transportation modes are allowed.

“Improvements of Regional Significance” – (30% of funds) – improvements that:

- \* Benefit two or more jurisdictions, and/or
- \* Provide economic benefit to the region, and/or
- \* Improve transportation conditions affecting the region on federal/state systems within the tbd boundaries.

# Policy considerations

1. Do the jurisdictions in the County want to participate in a multi-jurisdictional TBD, or form one that only includes the area within the respective city limits?

# Policy considerations

2. What funding options would the region consider using?

- voter approved
- non-voter-approved

# Policy considerations

3. If part of a multi-jurisdictional TBD, what type of governance structure would you like to utilize?
  - SRTC as board
  - five members minimum/ including one elected from each partner jurisdiction

# Transportation Benefit Districts

- ▣ Next Steps:
  - Communicate “official” position of each jurisdiction to the Board of County Commissioners on the formation of a Regional TBD either via letter or resolution. Request the BoCC go forward in scheduling a public hearing, adopt a resolution, & begin negotiating an Inter-Local Agreement;
  - Provide written comments regarding the “draft” Inter-Local Agreement.

# Selection criteria – projects

- ▣ To the extent practicable, the district shall consider the following criteria when selecting transportation improvements to be funded by the TBD:

# Selection criteria – continued

- ▣ (a) Reduced risk of transportation facility failure and improved safety;
- (b) Improved travel time;
- (c) Improved air quality;
- (d) Increases in daily and peak period trip capacity;
- (e) Improved modal connectivity;
- (f) Improved freight mobility;
- (g) Cost-effectiveness of the investment;
- (h) Optimal performance of the system through time;
- (i) Improved accessibility for, or other benefits to, persons with special transportation needs as defined in RCW 47.06B.012; and
- (j) Other criteria, as adopted by the governing body.

# Vehicles subject to tab fees

- ▣ Passenger vehicles
- ▣ Trucks weighing 6,000 lbs or less
- ▣ Motorcycles
- ▣ Commercial passenger vehicles/trucks weighing 6,000 lbs or less
- ▣ Tow trucks
- ▣ Taxis
- ▣ Private use trailers over 2,000 lbs
- ▣ Travel trailers
- ▣ Mobile homes licensed as vehicles
- ▣ A few miscellaneous other types of vehicles

# Vehicles not subject to tab fees

- ▣ All farm vehicles
- ▣ Campers
- ▣ Off-road vehicles
- ▣ Snowmobiles
- ▣ Mopeds
- ▣ Personal use trailers less than 2,000 lbs
- ▣ Commercial trailers
- ▣ Government vehicles
- ▣ Private school vehicles
- ▣ Vehicles properly licensed to disabled veteran
- ▣ A few other miscellaneous types of vehicles

# Collection of TBD revenue

- ▣ The funds are collected by the Washington State Department of Licensing and forwarded to local jurisdictions
- ▣ DOL charges up to 1% fee for collection and distribution

# Transportation Benefit Districts

Questions?