

**JEFFERSON COUNTY
BOARD OF COUNTY COMMISSIONERS**

CONSENT AGENDA REQUEST

TO: Board of County Commissioners

FROM: Monte Reinders, Director of Public Works
Ariel Speser, Civil Deputy Prosecuting Attorney

DATE: December 16, 2026

SUBJECT: PUBLIC HEARING RE: Establishing a Transportation Benefit District for
Unincorporated Jefferson County

Hearing set for December 16, 2024 at 10:00 a.m. in the Commissioners' Chambers
(HYBRID)

STATEMENT OF ISSUE:

Jefferson County Department of Public Works presented to the BoCC on September 23, 2024 regarding the state of the Road Fund & Transportation Benefit Districts. At that time, BoCC requested staff bring back a proposed Transportation Benefit District (TBD) for review and consideration. The county provided notice for this Public Hearing on December 2, 2024, requesting publication on 12/04/24 and 12/11/24 in the Port Townsend and Jefferson County Leader. The Public Hearing is scheduled for December 16, 2024, at 10:00 a.m.

Attached: Proposed ordinance establishing a TBD for unincorporated Jefferson County to be codified in Title 3 JCC, and the PowerPoint presentation from September 23, 2024 BoCC Workshop with Public Works.

ANALYSIS:

RCW [36.73.020](#) allows for the establishment of a Transportation Benefit District (TBD). The recommended Transportation Benefit District geographic boundary is unincorporated Jefferson County. Establishing a Transportation Benefit District provides Jefferson County with additional necessary funding resources to support road maintenance and essential transportation needs. The City of Port Townsend has already established a TBD in July 2023 pursuant to Ordinance [3319](#). On December 2, 2024, City of Port Townsend Council adopted Resolution [24-039](#) supporting the county's formation of a TBD and expressing its desire to keep the TBDs separate at this juncture.

The process for adopting the ordinance and holding the public hearing is in compliance with Jefferson County Code (JCC) [2.55](#) Rules for adoption of ordinances and resolutions.

FISCAL IMPACT:

None at this time. If the TBD is established, staff will request an additional public hearing to review funding options available pursuant to RCW [36.73.040](#) and [36.73.065](#).

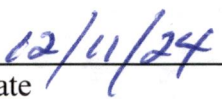
RECOMMENDATION:

BoCC approve and adopt the proposed ordinance establishing a Transportation Benefit District for

Unincorporated Jefferson County, codified in New Chapter 3.90 Jefferson County Code (JCC).

REVIEWED BY:


Mark McCauley, County Administrator


Date

STATE OF WASHINGTON
County of Jefferson

In the Matter of Establishing a Transportation Benefit District within Unincorporated Jefferson County, Providing for Transportation Improvements within the District; and Adopting a New Chapter 3.90 of the Jefferson County Code, "Transportation Benefit District."

ORDINANCE NO. _____

WHEREAS, Article XI, section [11](#) of the Washington Constitution, confers upon County legislative authorities a direct and extensive delegation of the police power to adopt such local police, sanitary and other regulations as are not in conflict with general laws; and

WHEREAS, RCW [36.32.120\(7\)](#) provides that the County legislative authorities shall make and enforce, by appropriate resolutions or ordinances, all such police and sanitary regulations as are not in conflict with state law; and

WHEREAS, the scope of police power is broad, encompassing all those measures which bear a reasonable and substantial relation to promotion of the general welfare of the people; and

WHEREAS, Chapter [36.73](#) of the Revised Code of Washington (RCW) allows counties to form Transportation Benefit Districts (TBDs) and in turn authorizes these districts to establish revenue sources that fund certain categories of transportation improvements and maintenance; and

WHEREAS, the county road levy has increased at a rate of less than 2% per year, motor vehicle fuel tax revenue has grown at less than 0.5% per year, and over \$1 million per year was slashed from federal timber revenue programs more than a decade ago reducing revenues for Jefferson County roads, and

WHEREAS, the rate of inflation has continued to far outpace transportation revenue growth for over a decade; and

WHEREAS, in response to these revenue losses Jefferson County has continued to make cuts to road maintenance programs, projects, and staffing; and

WHEREAS, in response to national, statewide, and local economic factors that have limited and reduced availability of transportation funding, Jefferson County has focused its expenditures of transportation funding on roadway safety and on maintaining and preserving valued roadway and bridge infrastructure; and

WHEREAS, there is a strong need to respond to the challenging transportation funding landscape along with current and future transportation needs; and

WHEREAS, the formation of a TBD would be a means to develop an effective financing strategy to help address the transportation needs of Jefferson County; and

WHEREAS, Jefferson County desires to continue to work toward preserving its transportation infrastructure and making its roadways safer for motor vehicles and nonmotorized travel; and

WHEREAS, Jefferson County operates and maintains nearly 400 miles of county roadways and 10 miles of regional trails which require improvement; preservation; maintenance; repair; and data collection, analysis and reporting. This includes but is not limited to: asphalt repairs and preservation including chip sealing, snow and ice control, vegetation management, sweeping, ditch and drainage structure cleaning and repairs, gravel road maintenance, installation and replacement of traffic signs and pavement markings, landslide repairs, storm response and cleanup, bridge maintenance, guardrails, culvert replacements and fish barrier removals, maintenance of regional trails (including the Larry Scott Trail, Rick Tollefson Trail, and Olympic Discovery Trail), litter control, accident response, and other activities necessary to keep the transportation in good working order for the traveling public; and

WHEREAS, the quality of Jefferson County's transportation network is vital to attracting additional employers to Jefferson County and increasing the number of jobs within Jefferson County; and

WHEREAS, the quality of the connectivity and capacity of our roadways has a direct impact on freight mobility and strongly influences Jefferson County's ability to attract new businesses and to retain existing businesses; and

WHEREAS, it is anticipated that the increased growth in population within the larger region will worsen the roadway congestion found on Jefferson County roadways; and

WHEREAS, Jefferson County recognizes walking and bicycling as essential elements to sustainable and livable communities and there is an ongoing need to safely and effectively accommodate non-motorized forms of transportation; and

WHEREAS, Jefferson County strives to offer an integrated transportation system that supports the current high quality of life of the public; and

WHEREAS, Jefferson County Public Works prepares a 6-Year Transportation Improvement Plan (TIP) each year, and the County conducts workshops and a public hearing prior to the adoption of the TIP each year; and

WHEREAS, due to an ongoing lack of available local transportation funding, the 6-Year TIP is almost exclusively dedicated to projects which are exclusively grant funded which results in a program whereby grant eligibility dictates priorities for the County; and

WHEREAS, most Jefferson County roadways and transportation facilities are not eligible for grant expenditures leaving virtually no avenue for improvements or repairs to "local roadways" given the lack of available "local" transportation funding; and

WHEREAS, the City of Port Townsend located within Jefferson County has already established a TBD within its boundary pursuant to chapter [36.73](#) RCW, through Ordinance [3319](#) on July 24, 2023; and

WHEREAS, by letter dated November 15, 2024, from the Jefferson County Administrator to the City of Port Townsend City Manager, the county informed the city of the county's intent to form a TBD that includes unincorporated Jefferson County; and

WHEREAS, and the City of Port Townsend on December 2, 2024, passed Resolution 24-039, A Resolution to Support Jefferson County's Formation of a Separate Transportation Benefit District (TBD) for Unincorporated Jefferson County; and

WHEREAS, the City of Port Townsend already having an established TBD and wishing to remain separate at this juncture, the Board of County Commissioners find it appropriate to proceed with establishing a TBD comprised of the current areas of unincorporated Jefferson County; and

WHEREAS, the TBD would allow the Jefferson County to examine, evaluate, and enact the potential revenue sources available to such districts; and

WHEREAS, pursuant to RCW [36.73.050](#), the Jefferson County Board of Commissioners conducted a public hearing on December 16, 2024, providing proper notice describing the function and purpose of the proposed TBD;

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF JEFFERSON COUNTY COMMISSIONERS OF JEFFERSON COUNTY, STATE OF WASHINGTON, AS FOLLOWS:

Section 1. Whereas Clauses are Findings of Fact. The Jefferson County Board of Commissioners hereby adopts the above "Whereas" clauses as Findings of Fact supporting this ordinance.

Section 2. Purpose. The purpose of this ordinance is to establish a TBD in unincorporated Jefferson County subject to the provisions of RCW [36.73](#).

Section 3. Adoption of Chapter 3.90 Jefferson County Code (JCC). Chapter 3.90 JCC, attached as **ATTACHMENT A**, which regulates unincorporated Jefferson County's TBD, is hereby adopted.

Section 4. Geographic Boundary of TBD. The geographic boundary for the TBD is comprised of the unincorporated limits of the Jefferson County existing at the time of district formation.

Section 5. TBD Eligible Projects. The TBD is authorized to develop and approve the listing of transportation projects eligible pursuant to criteria established in RCW [36.73.020](#). The TBD shall consider projects that will prioritize system preservation, decrease traffic congestion, and also enhance traffic safety, and economic development.

Section 6. Revenue. The TBD shall consider the implementation of the various revenue sources provided in RCW [36.73.040](#).

Section 7. Dissolution. The TBD will be dissolved when all of the indebtedness of this district is retired and all responsibilities satisfied.

Section 8. Severability. If any section, subsection, sentence, clause, phrase or section of this ordinance or its application to any person or circumstance is held invalid, the remainder of this

ordinance or its application to other persons or circumstances shall be fully valid and shall not be affected.

Section 9. SEPA Categorical Exemption. This ordinance is categorically exempt from the State Environmental Policy Act under WAC [197-11-800 \(19\)](#).

Section 10. Effective Date. This ordinance shall take effect and be in full force immediately upon passage by the Board of Jefferson County Commissioners.

(SIGNATURES FOLLOW ON THE NEXT PAGE)

APPROVED and ADOPTED this _____ day of December, 2024.

SEAL:

JEFFERSON COUNTY BOARD OF
COUNTY COMMISSIONERS

Kate Dean, Chair

Greg Brotherton, Member

Heidi Eisenhour, Member

ATTEST:

APPROVED AS TO FORM:

Carolyn Gallaway, CMC Date
Clerk of the Board

Philip C. Hunsucker, Date
Chief Civil Deputy Prosecuting Attorney

ATTACHMENT A

CHAPTER 3.90 JEFFERSON COUNTY CODE ESTABLISHING A JEFFERSON COUNTY TRANSPORTATION BENEFIT DISTRICT (TBD)

Sections:

3.90.010 Transportation benefit district established.

3.90.020 Governing board and Treasurer.

3.90.030 Material change policy required.

3.90.040 Annual report required.

3.90.050 Powers of the district.

3.90.060 Use of funds.

3.90.070 Dissolution of the district.

3.90.080 Liberal construction.

3.90.010 Transportation benefit district established.

The Jefferson County transportation benefit district with geographical boundaries comprised of the unincorporated limits of Jefferson County, Washington is hereby established.

3.90.020 Governing board and Treasurer.

- (1) The governing board of the transportation benefit district shall be the board of Jefferson County Commissioners acting in an ex officio and independent capacity, which shall have the authority to exercise the statutory powers set forth in chapter [36.73](#) RCW.
- (2) The treasurer of the transportation benefit district shall be the Jefferson County Treasurer.

3.90.030 Material change policy required.

The governing board shall develop a material change policy to address major plan changes that affect project delivery or the ability to finance the plan, pursuant to the requirements of RCW [36.73.160](#)(1).

3.90.040 Annual report required.

The governing board shall issue an annual report, pursuant to the requirements of RCW [36.73.160](#)(2).

3.90.050 Powers of the district.

The governing board of the transportation benefit district shall have and may exercise the powers set out in chapter [36.73](#) RCW and this chapter to fulfill the purpose of the district.

3.90.060 Use of funds.

- (1) The funds generated by the transportation benefit district may be used for any purpose allowed by law including to operate the district and to maintain, preserve, acquire, construct, improve, provide and fund transportation improvements that are consistent with existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels pursuant to chapter [36.73](#) RCW, as enacted or subsequently amended.
- (2) The transportation improvements funded by the district shall be made in an effort to reduce the risk of transportation facility failure and improve safety performance, increase operating efficiency and preserve and maintain optimal performance of the infrastructure over time to avoid expensive infrastructure replacement in the future by prioritizing investments in programs that provide:
 - (a) Transportation System Preservation. Preserve, operate, maintain, and/or improve existing transportation infrastructures.
 - (b) Transportation System Safety. Improve the safety performance and security of those who use the transportation system.
 - (c) Other Projects. Any change or expansion of these authorized purposes shall be undertaken only after notice, public hearing and adoption of an authorizing ordinance in accordance with RCW [36.73.050](#)(2)(b).

3.90.070 Dissolution of the district.

The transportation benefit district shall be dissolved when all indebtedness of the district has been retired and when all of the anticipated responsibilities of the district have been satisfied.

3.90.080 Liberal construction.

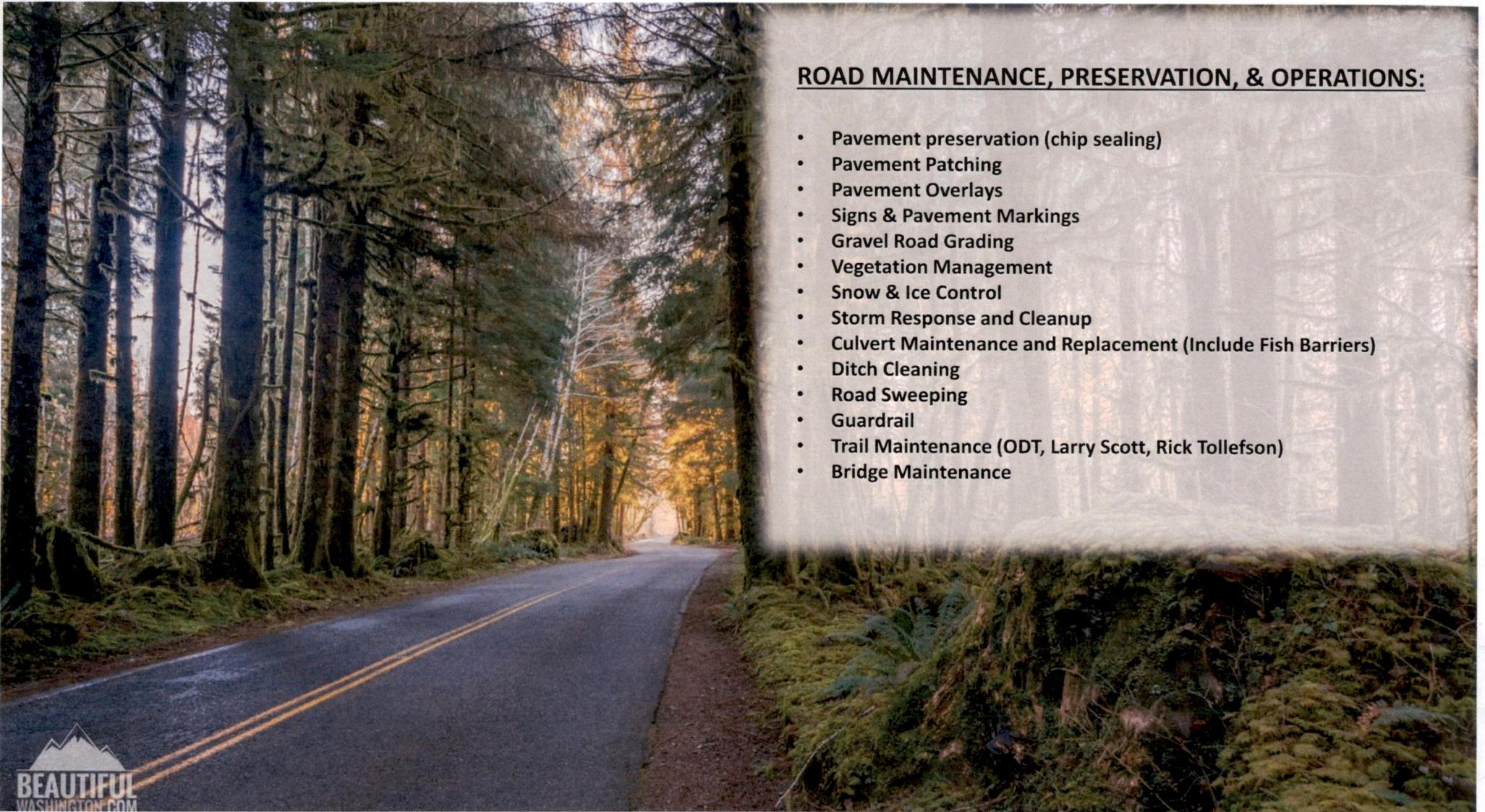
As authorized under chapter [36.73](#) RCW, this chapter shall be liberally construed to permit the accomplishment of its purposes.

STATE OF THE ROAD FUND & TRANSPORTATION BENEFIT DISTRICTS

SEPTEMBER 23, 2024



Department of Public Works
Jefferson County, Washington



ROAD MAINTENANCE, PRESERVATION, & OPERATIONS:

- Pavement preservation (chip sealing)
- Pavement Patching
- Pavement Overlays
- Signs & Pavement Markings
- Gravel Road Grading
- Vegetation Management
- Snow & Ice Control
- Storm Response and Cleanup
- Culvert Maintenance and Replacement (Include Fish Barriers)
- Ditch Cleaning
- Road Sweeping
- Guardrail
- Trail Maintenance (ODT, Larry Scott, Rick Tollefson)
- Bridge Maintenance

Chip Seal Program

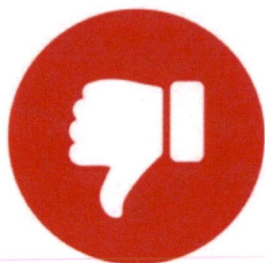


CHIP SEALING:

- Cost-effective preservation treatment
- Rejuvenates oxidized pavement (sun UV)
- Seals cracks
- About 5 to 8 times cheaper than asphalt
- 20 Years ago, Jefferson County chip sealed 10% (35 miles) or more of the paved road system every year.
- To control cost, Jefferson County now chip seals only about 5% (17 miles) of its paved road system every year
- Average: One treatment every 20 years (vs. 7 year recommended)

NOT ENOUGH!!

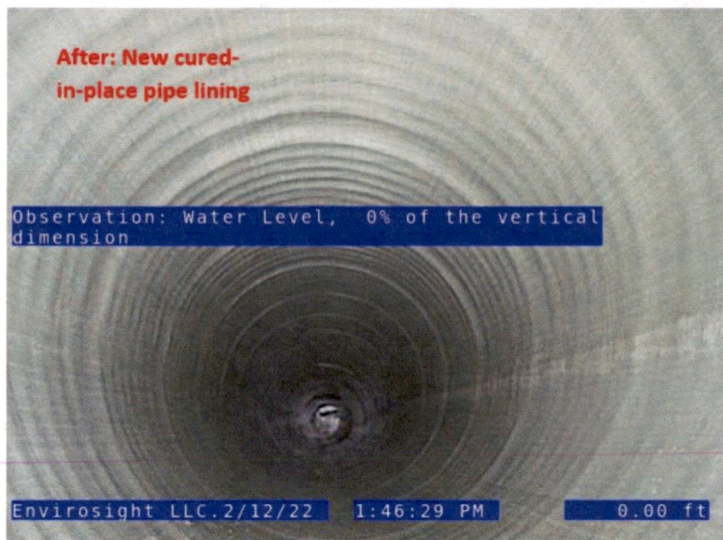
Think of it like painting a house. It needs to be done on a regular basis. Once the paint is cracking and peeling and the siding starts to warp and rot, it's too late.





Can we agree that county road maintenance is a:

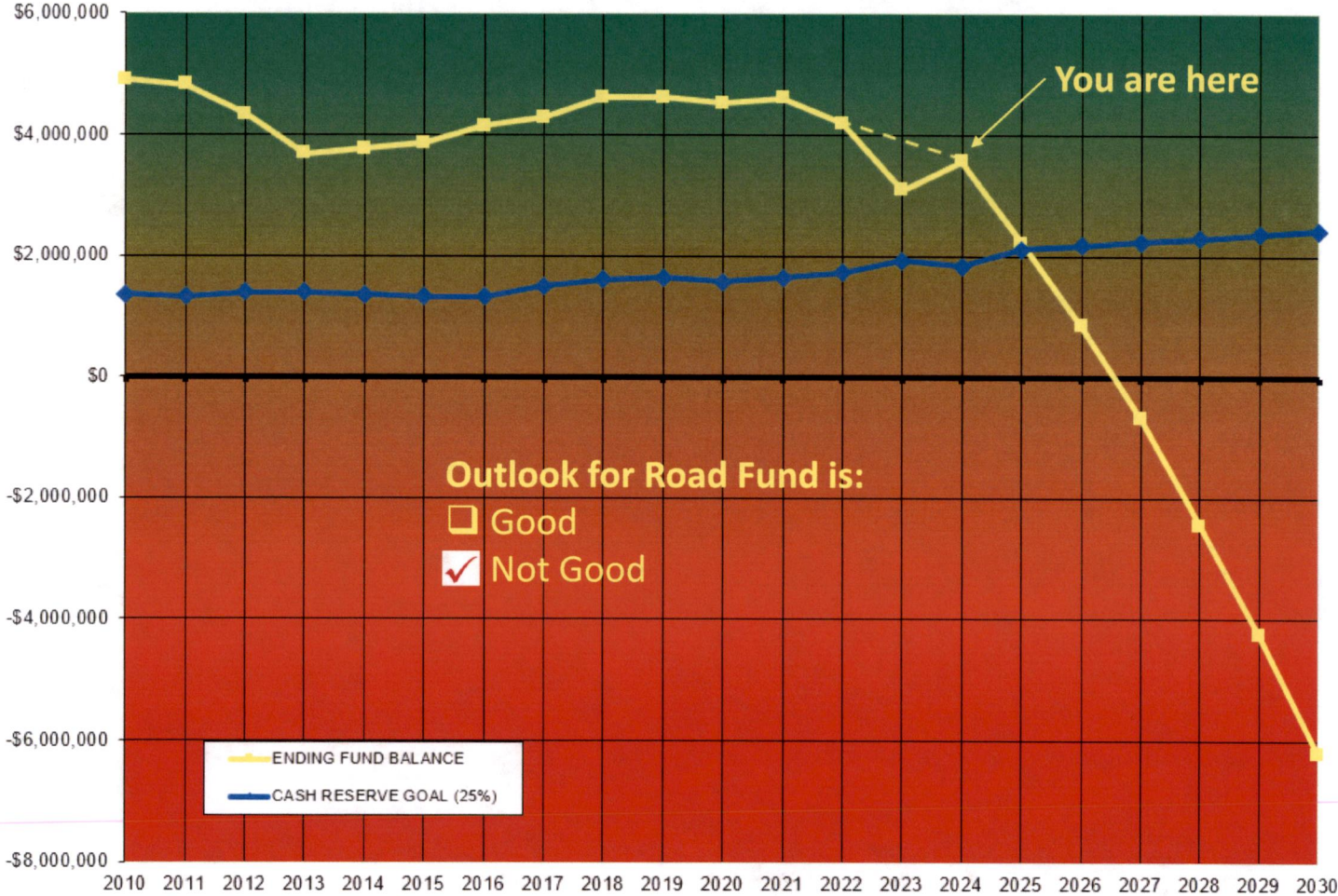
- ☒ High priority
- ☐ Medium priority
- ☐ Low Priority



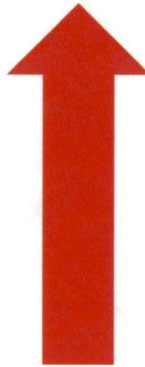
Can we agree that county road maintenance is a:

- ☒ High priority
- ☐ Medium priority
- ☐ Low Priority

2025-2030 Six-Year County Road Fund Projection



Costs are rising rapidly (inflation)...



**Revenues are have been
pretty flat for a long time.**

Roads -Significant Sources of Budget Increases					
Salaries - 180 (Roads All)					
	FTE	Salary	Benefit	Total	
2023	46.3	\$ 3,000,328	\$ 1,353,939	\$ 4,354,267	
2025	46.46	\$ 3,485,803	\$ 1,511,390	\$ 4,997,193	
Change:	0.16	\$ 485,475	\$ 157,451	\$ 642,926	
	0.35%	16.18%	11.63%	14.77%	
ER&R (Fleet) Rental rate increase 2025:				\$ 250,000	
Materials, Contract Work Etc. (Inflation):				\$ 175,000	
Insurance, Cost Allocation, Etc.:				\$ 100,000	
Total Increase 2023 TO 2025:				\$ 1,167,926	
Significant Sources of Revenue Changes					
	Property Tax	Diversion	MVFT	SRS/PILT	Total
2023	\$ 4,921,496	\$ (620,000)	\$ 1,391,826	\$ 557,358	\$ 6,250,680
2025	\$ 5,087,065	\$ (520,000)	\$ 1,414,425	\$ 750,000	\$ 6,731,490
Change:	\$ 165,569	\$ 100,000	\$ 22,599	\$ 192,642	\$ 480,810
Delta:				\$ (687,116)	
2023 Deficit:				\$ (196,000)	
2025 Deficit:				\$ (883,116)	

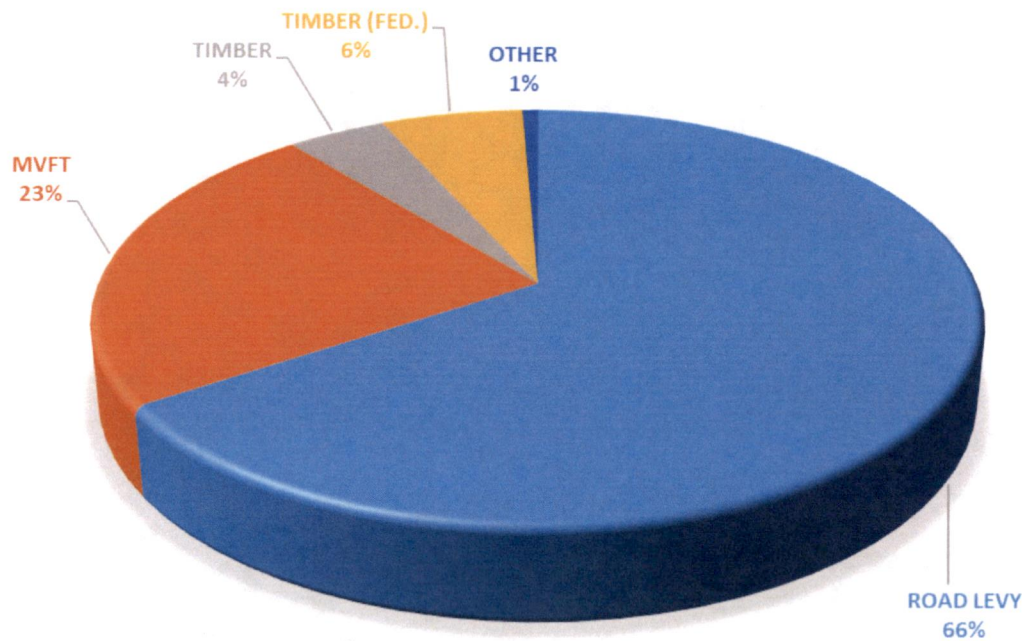
General Fund Assistance

- 2022: \$50,000 reduction in Diversion (ongoing)
- 2023: Additional \$50,000 reduction in Diversion (ongoing)
- 2025: Additional \$100,000 reduction in the Diversion (ongoing)
- Diversion in 2025 now \$520,000 (10%) instead of 2021 amount of \$720,000 (15%)
- 2025: Increase SRS/PILT combined to \$750,000 from 2023 amount of \$557,000 (\$193,000 increase)

Also...

- \$350,000 one-time funds for Undi Road in 2016
- \$273,000 one-time funds for Olympic Discovery Trail (grant match)

REGULAR (NON-GRANT) REVENUE SOURCES



Regular Revenues

- \$4.3M Road Levy (Property Tax)
Limited to 1% increase/yr. + new const.
- \$1.4M Gas Tax
Flat
- \$0.4M Federal Timber (Secure Rural Schools)
Decrease of about \$1M since 2007 levels
- \$0.1 - \$0.5 DNR and Private Timber
Highly Variable and Unpredictable

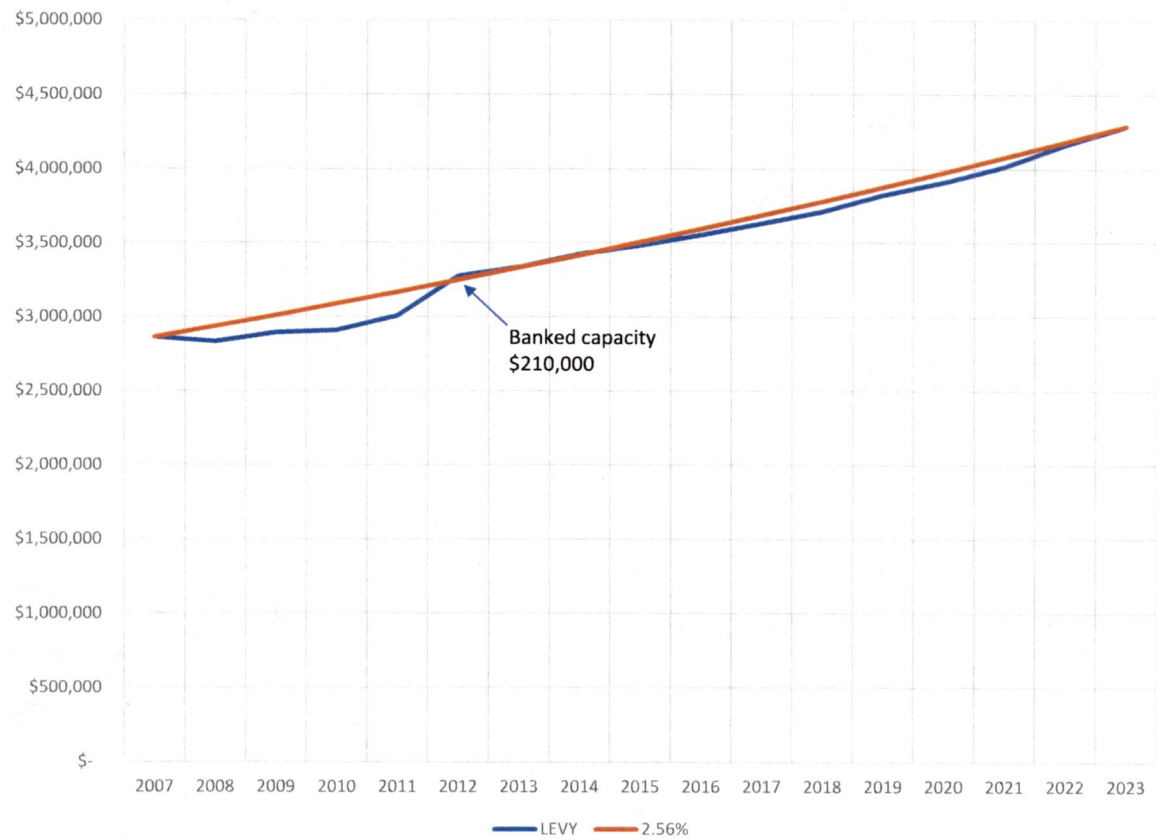
ROADS OPERATING REVENUE HISTORY



Road Levy (Property Tax)

Levy Code	Description	Levy Rate	Appraised Value	Taxable Value	Estimated Tax
CE	COUNTY CURRENT EXPENSE	1.0097124859	\$512,109	\$512,109	\$517.08
CNTYDD	DEVELOPMENTAL DISABILITIES	0.0058316588	\$512,109	\$512,109	\$2.99
CNTYVET	VETERANS RELIEF	0.0059050537	\$512,109	\$512,109	\$3.02
MENTAL	MENTAL HEALTH	0.0058316588	\$512,109	\$512,109	\$2.99
ROADS	COUNTY ROADS	0.7270318096	\$512,109	\$512,109	\$372.32
ROADSCU	COUNTY ROADS TO CUR EXP	0.1041128892	\$512,109	\$512,109	\$53.32
HOS2BOND	HOSP DIST #2 GO BOND 2013 NON VOTED	0.0259002099	\$512,109	\$512,109	\$13.26
HOSP2CASH	HOSP DIST #2 GENERAL	0.0340471197	\$512,109	\$512,109	\$17.44
SCH49CP	SCHOOL DIST #49 CAP PROJ	0.4188365189	\$512,109	\$512,109	\$214.49
SCH49MO	SCHOOL DIST #49 EP & O	0.6816036628	\$512,109	\$512,109	\$349.06
CONSERVE	CONSERVATION FUTURES	0.0308040713	\$512,109	\$512,109	\$15.78
EMS3	FIRE DIST #3 EMS	0.3653673452	\$512,109	\$512,109	\$187.11
FD3	FIRE DIST #3 GENERAL	1.0220032523	\$512,109	\$512,109	\$523.38
LIB1	LIBRARY DIST #1 GENERAL	0.3215629553	\$512,109	\$512,109	\$164.68
PORTPT	PORT OF PT GENERAL	0.1268438693	\$512,109	\$512,109	\$64.96
PORTPTIDD	PORT OF PT IDD 2019	0.3059036173	\$512,109	\$512,109	\$156.66
PUD1	PUD #1 GENERAL	0.0680951321	\$512,109	\$512,109	\$34.87
STATE	STATE SCHOOL PART 1	1.5337741639	\$512,109	\$512,109	\$785.46
STATE2	STATE SCHOOL PART 2	0.8203861893	\$512,109	\$512,109	\$420.13
	Total Tax Rate:	7.6135536633			
Taxes w/Current Exemptions:					\$3,899.00
Taxes w/o Exemptions:					\$3,899.00

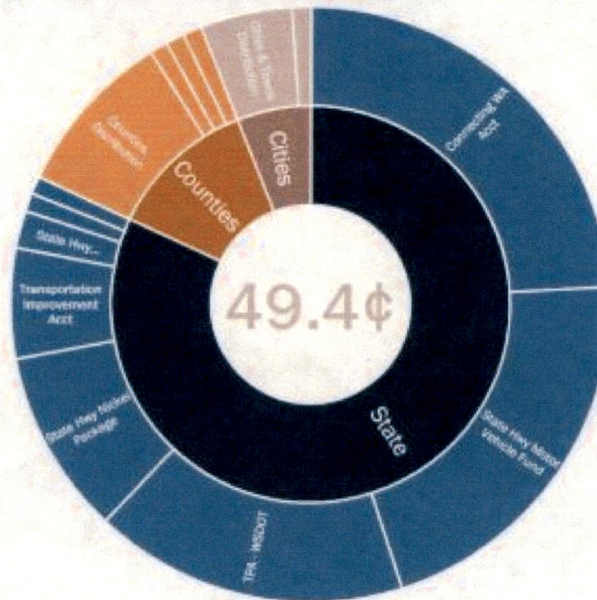
Road Levy Since 2007



Gas Tax (MVFT)

Where the MVFT Tax is Distributed

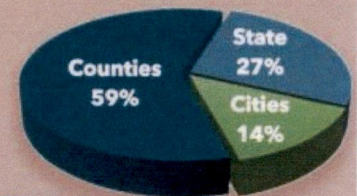
STATE	11.90¢	Connecting WA Account
	10.21¢	State Hwy Motor Vehicle Fund
	8.50¢	TPA WSDOT
	5.00¢	State Highway Nickel Package
	3.04¢	Transportation Improvement Account
	.75¢	State Highway Category C Account
	.54¢	Ferry Capital Construction
	.54¢	Ferry Operations
CITY	2.46¢	Cities and Towns Distribution
	.50¢	TPA Cities
COUNTY	4.43¢	Counties Distribution
	.58¢	Rural Arterial Transportation Account (RATA)
	.50¢	TPA Counties
	.45¢	County Arterial Preservation (CAP)



A disproportionate piece of the MVFT pie...

...Is the biggest contributing factor to the **\$1.23 billion** transportation funding gap that counties are facing **EACH YEAR** to maintain our roads.

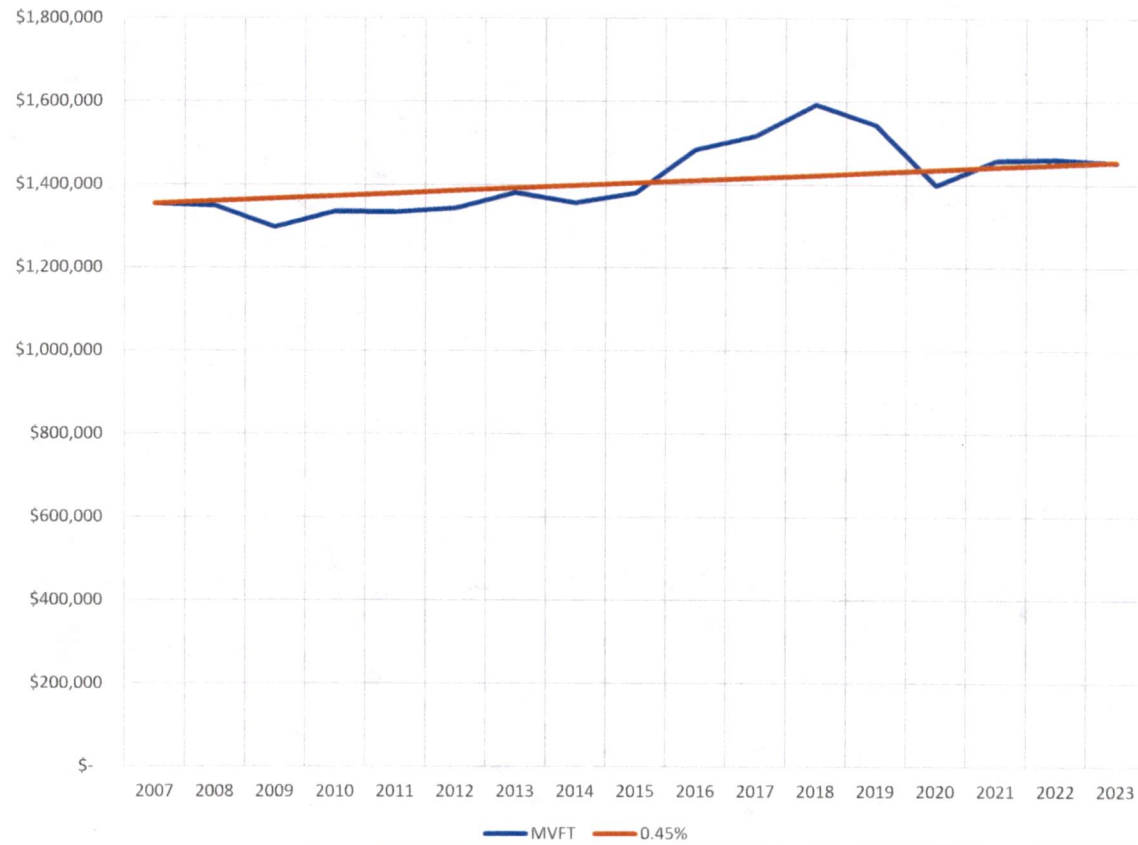
Share of Washington Roads

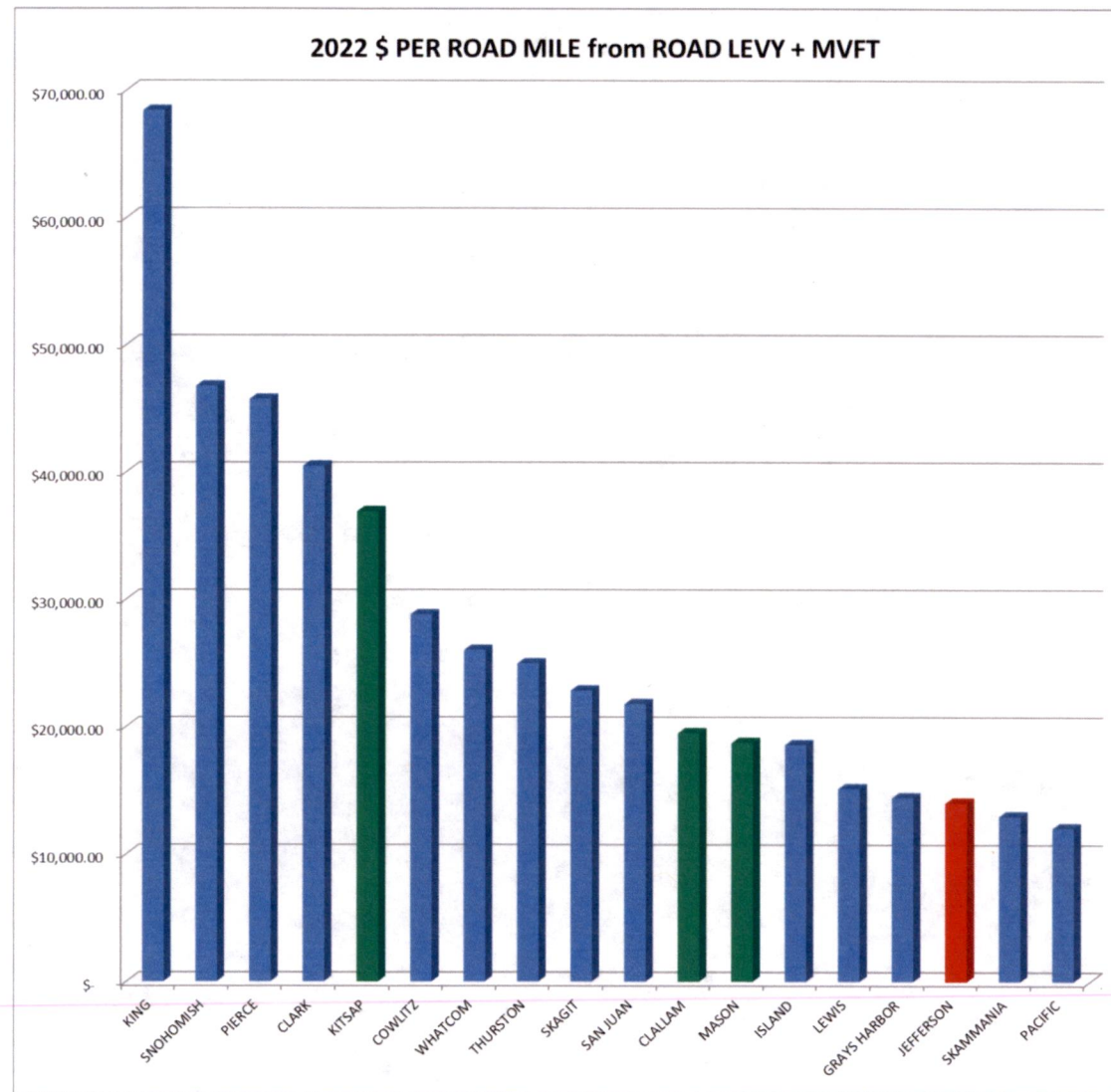


Share of MVFT



MVFT Growth





Rising Equipment Costs - Example

- 2011 Street Sweeper
- Jefferson Co. owns exactly one (1) sweeper
- Out of commission last 7 months
 - Can no longer get parts
 - Has been sent out for repairs multiple times – no luck
- WORN OUT!!!
- Rented a unit for \$11,000/mo. for chip seal
- 2011 cost to purchase: \$201,000
- 2024 cost to purchase: \$460,000
- Equals 6.6% rate annual inflation



Cost Cutting Measures

Prior

- Chip seal program cut in half
- Asphalt budget slashed
- Staff reductions of 18%
- Consolidated Public Works Director/County Engineer positions
- Limit local roads funds for capital projects (average \$231,000/year since 2017)
- Mostly eliminated gravel road conversions

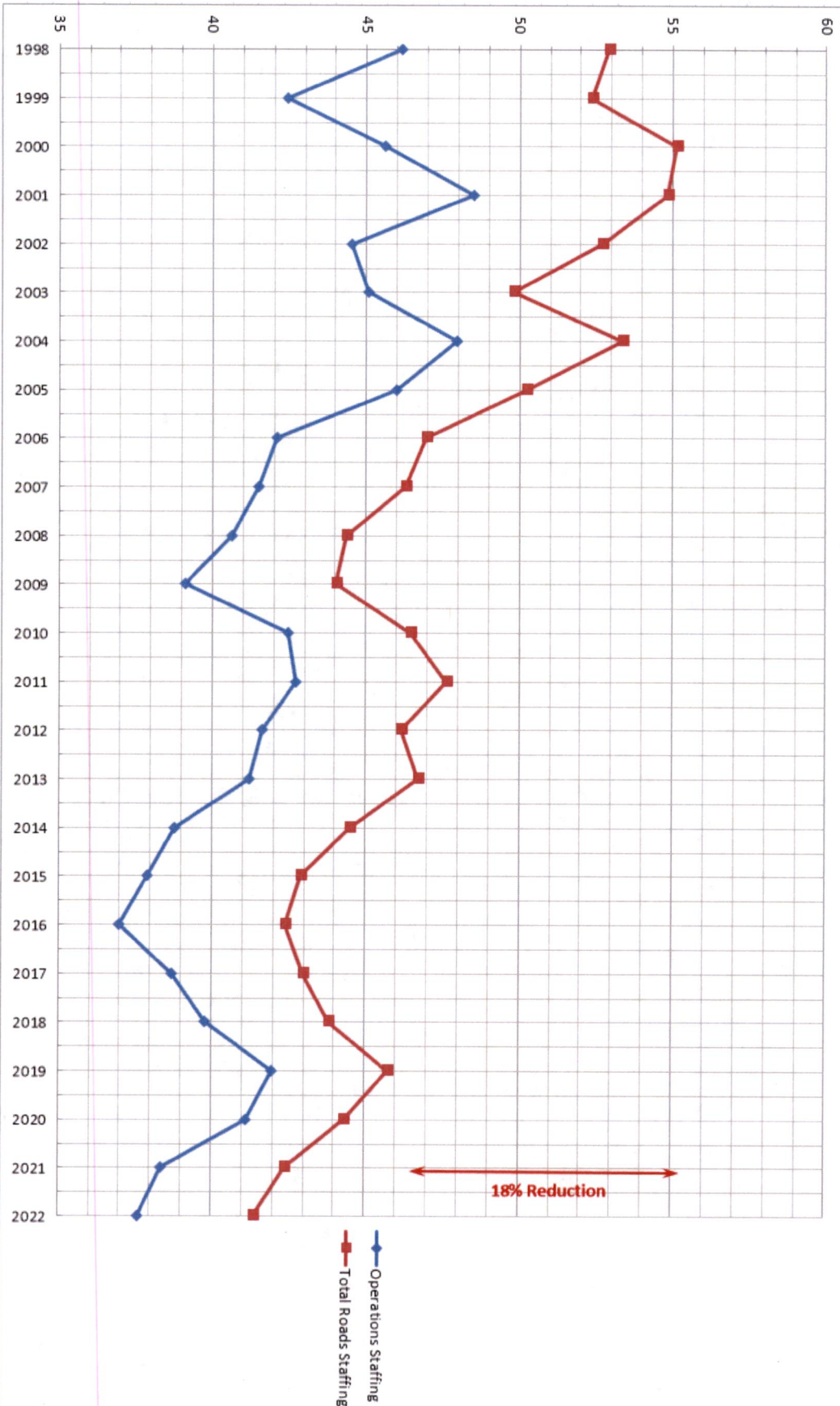
For 2025...

- Reduce roadway striping budget
 - Fog lines and some centerlines
 - Each line costs \$750/mile
- Re-visit partnership idea with other counties for road striping
- Rent (instead of own) certain equipment
- Eliminate rental for Roads office building
- Reduce snow/ice equipment assets

Future

- ??

Road Fund Staffing History



Transportation Benefit Districts (TBD)

Background

- Authorized by WA State Legislature in 2005
- Challenged with I-976 (2019)
- I-976 overturned by WA Supreme Court
- Legislation remains unchanged

Key Points

- Revenues can only be used for transportation purposes
- BoCC can function as TBD Board (if only in unincorporated area)
- Use of funds must be applied to a prioritized list
- Maintenance and preservation projects are eligible
- TBDs can be formed to sunset (tie to project list) or be ongoing
- TBD boundary can be multi-agency or regional

Eligible Priorities for Jefferson County

- Pavement preservation (chip seal, asphalt work, crack seal, etc.)
- Culvert rehabilitation and replacement
- Roadway pavement markings
- Local match for 6-Year TIP projects

EXPIRATION MONTH	COUNT
31-Jan-2021	1,796
28-Feb-2021	1,925
31-Mar-2021	2,226
30-Apr-2021	2,174
31-May-2021	2,420
30-Jun-2021	2,568
31-Jul-2021	2,575
31-Aug-2021	2,606
30-Sep-2021	2,483
31-Oct-2021	2,313
30-Nov-2021	1,876
31-Dec-2021	1,422
12 Rows	26,384

Thank you for contacting us regarding data for forecasting information for your Transportation Benefit District (TBD). DOL uses the Department of Revenue's (DOR) local sales/use tax location code for Transportation Benefit Districts (TBD). According to DOR, **Jefferson County Unincorporated Areas** is associated with the location code **1600**. If this location code is not correct, please notify me and I'll provide the information for the correct location code.

This information will assist you when determining monthly revenue collection. When calculating potential revenue, you should **deduct the 1% percentage** DOL is allowed to retain to administer and collect the TBD vehicle fee. This will ensure you are not overestimating revenue.

Data Assumptions:

1. Data as recorded in the DOL DRIVES system.
2. Data is for records with an expiration day **between 1/1/2021 and 12/31/2021** by location code.
3. Only eligible vehicles subject to the fee that have a LOC CD as requested by your office were included in the counts. (Authority [36.73.065](#) and [82.80.140](#) RCW)
4. The data is the best estimation only.
5. Some vehicles eligible for the fee may not be included in calculations because the LOC CD is blank. If our automated system can find an exact match when comparing the residence address to the GIS data, we populate the vehicle record with corresponding taxing codes. If we cannot find an exact match, we do not populate the taxing code and leave that field blank.
6. Vehicles may be required to renew within a specific month, however, they can renew early or may renew later. This will cause the amount of estimated renewals in each month to change.
7. Washington law (RCW 82.80.140) requires that no TBD fee be collected until six months until after it was approved or changed. This allows for time to execute the contract and do the necessary computer programming in time for the fee to be on renewal notices that go out up to 120 days in advance of the vehicle expiration date. If the effective date falls mid-month, DOL will begin collecting the fee for vehicle expirations falling on the first day of the seventh month. For example, if the effective date is January 15, DOL will start collecting the fee for vehicle renewal expiring on or after August 1.
8. The number of vehicles subject for renewal each month vary. Below is a breakdown of the estimated renewals for the time period stated in #2 above.

Transportation Benefit Districts (TBD)

Revenue Options

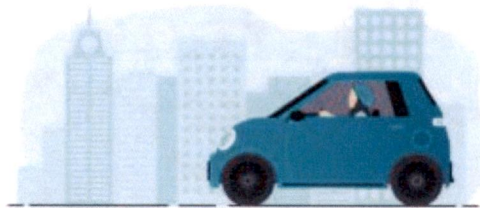
- TBDs authorize revenue through sales tax or car license fees ([RCW 82.14.0455](#) and [RCW 36.73.040\(3\)\(a\)](#)).
- Sales tax: Up to 0.3% (voted, simple majority). 0.1% Councilmanic (non-voted)
- Car License Fees: Up to \$100 (voted, simple majority)
 - \$20 Councilmanic
 - \$40 Councilmanic (after \$20 has been in place for 24 months)
 - \$50 Councilmanic (after \$40 has been in place for 24 months)

Potential Revenues

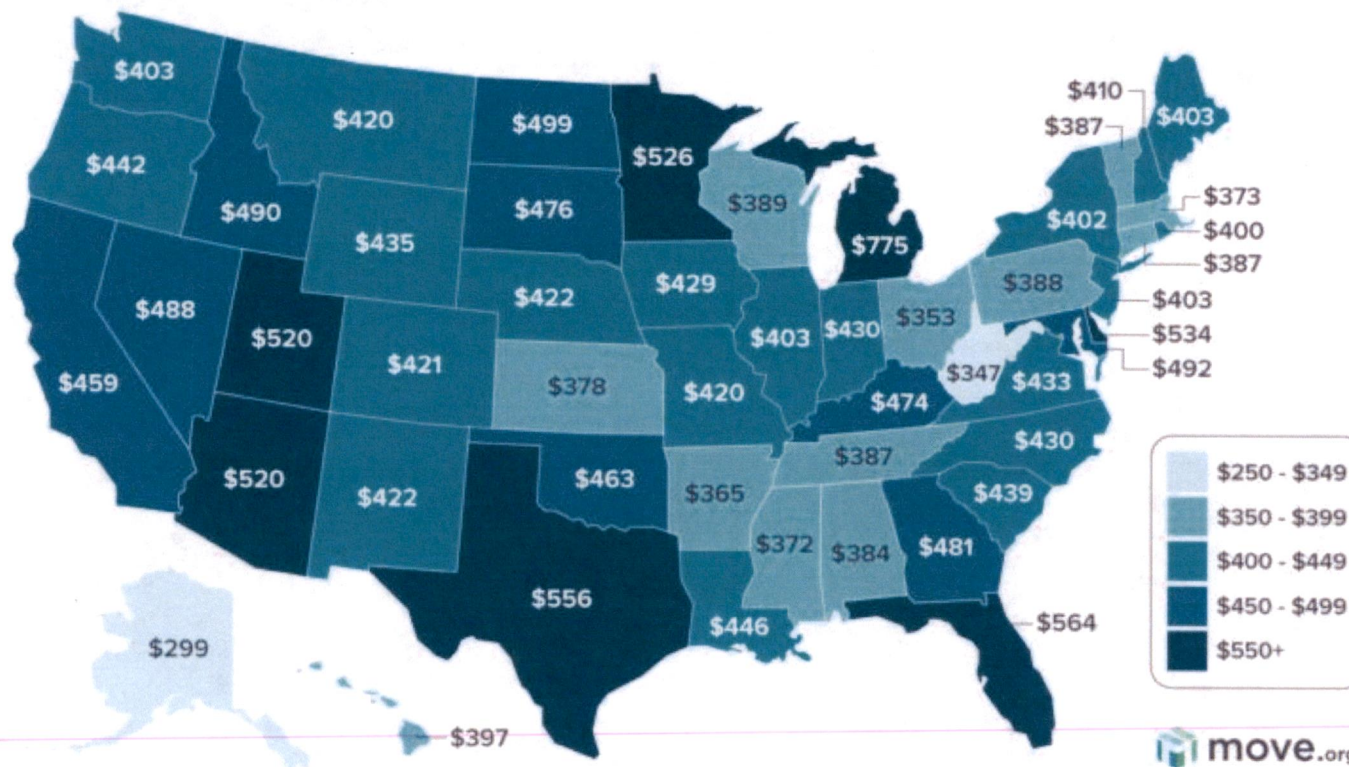
- 26,384 vehicles x \$20 = \$527,000
- 26,384 vehicles x \$40 = \$1,050,000
- 0.1% Sales Tax currently about \$600,000 (compare to County Criminal Justice 0.1% sales tax)

Other Counties/Cities

- 110+ TBDs formed in WA State
- 5 counties – none have collected revenue
- 60+ cities with sales tax from 0.1% to 0.3% (including City of PT)
- 50+ cities with license fees (5 greater than \$20)
- 10+ cities with both sales tax and license fees



The Average Cost of Owning a Car each Month

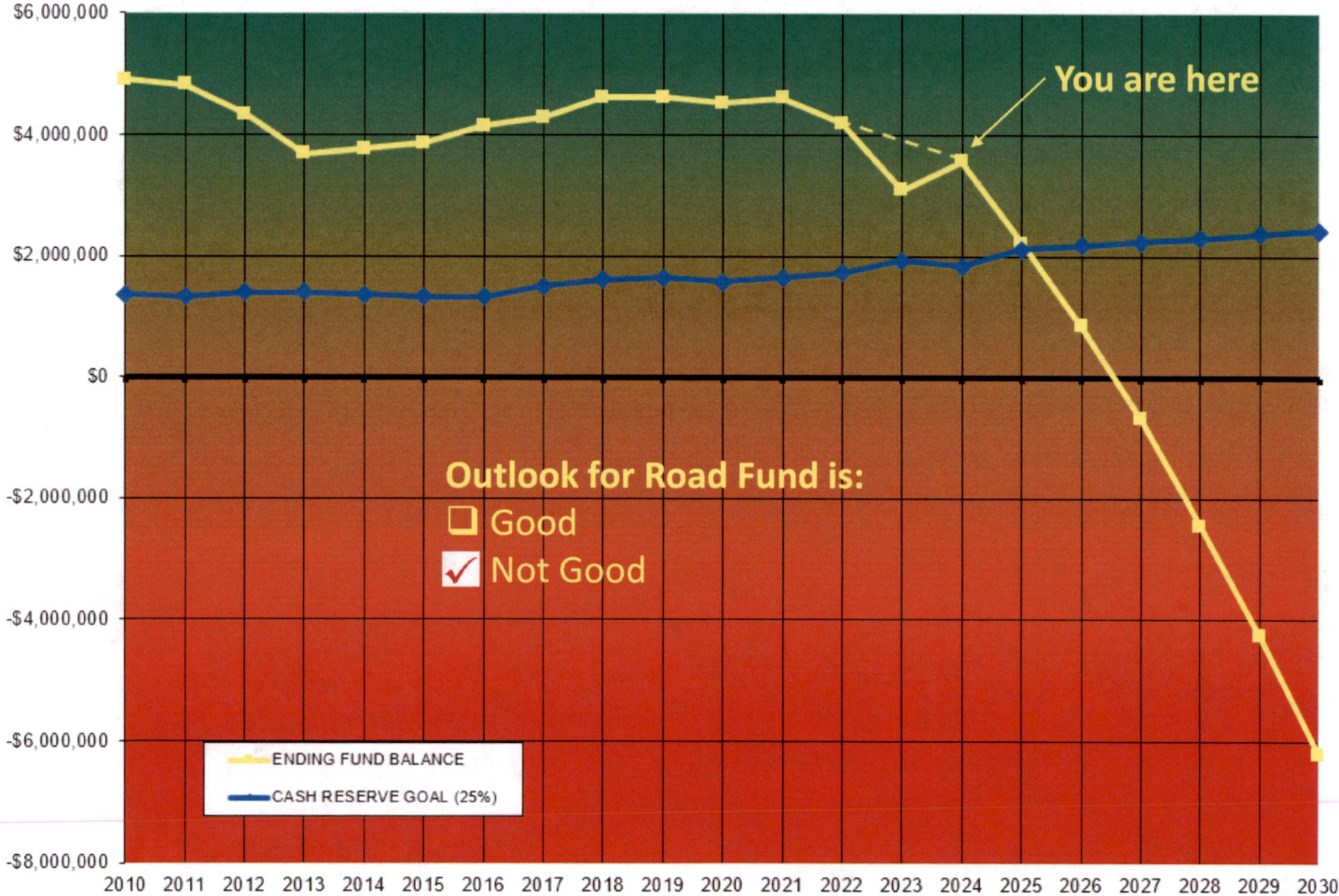


Transportation Benefit Districts (TBD)

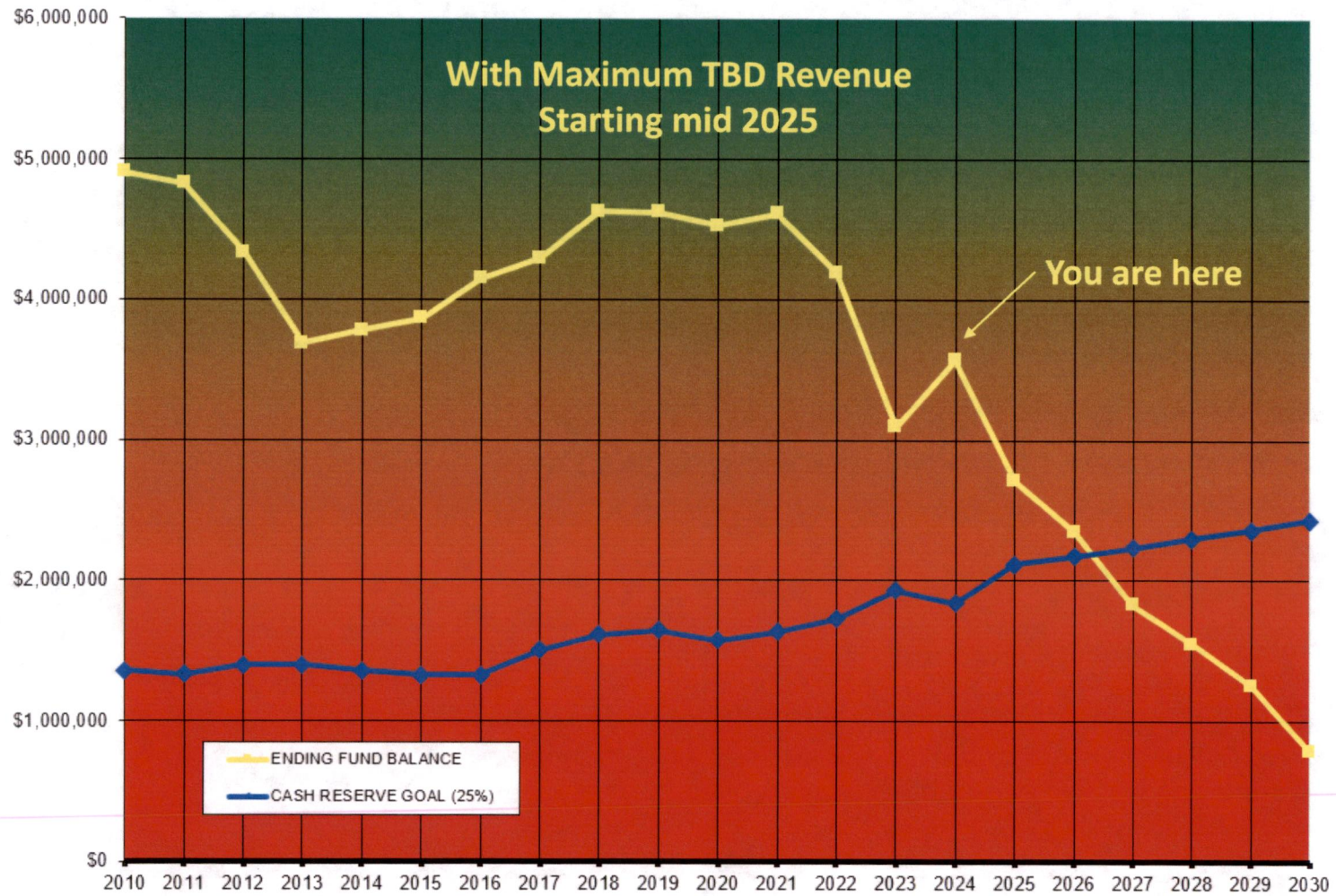
Recommendation

- Form Transportation Benefit District (TBD) immediately
- Fund TBD with:
 - 26,384 vehicles x \$20 = \$527,000 (Councilmanic)
 - 0.1% Sales Tax currently about \$600,000 (Councilmanic)
 - Total: \$1,100,000 covers deficit (for now)
- Pause. Evaluate.
- Future: \$40 car license (adds another \$500,000)
- Do not increase Diversion
- Consider eliminating cost allocation for Roads and ER&R
- Allow Road Fund interest to accrue to the Road Fund

2025-2030 Six-Year County Road Fund Projection



2025-2030 Six-Year County Road Fund Projection





Thank you!

Questions?