
Local Taxes

Overview and Table of Contents

This section summarizes the transportation taxes that have been authorized by the Legislature for use by local governments. These taxes may be used for a broad range of transportation purposes, including road construction, mass transit, high capacity transportation, and high occupancy vehicle (HOV) systems. In addition to the local option taxes described in this section, local governments can use several other revenue sources to fund transportation, including distributions of the state motor fuel tax (gas tax), federal funds, bonds, state grants, and local general funds. Further information on revenue sources for local jurisdictions can be found in the Local Jurisdictions section of this manual. Several of the option taxes available to local governments for transportation were established as part of the 1990 transportation revenue package.

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Background Information

1. Referendum Procedure for Motor Vehicle License Fee and Commercial Parking Tax (per RCW 82.80.090)
 - Petition to repeal vehicle license fee or commercial parking tax must be filed within seven days of passage or the ordinance imposing the tax.
 - Petitioner has 30 days after ballot title written to obtain signatures of not less than 15% of registered voters.
2. Revenue Assumptions for HOV and HCT Taxes
 - MVET
 - Assumes larger trucks represent 13% of vehicle valuations
 - Estimates are for fiscal year
 - EMPLOYER TAX
 - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for the first 10 months of 2010.
 - Revenue projections are for countywide tax. Except for King County and Kitsap County, transit districts in other counties will yield less revenue than projected. The 2010 service areas of transit systems in Pierce, Snohomish, Spokane, Clark, Thurston, and Yakima Counties are listed below:

➤ Pierce Transit	93%
➤ Snohomish (Everett Transit & Community Transit)	87%
➤ Spokane Transit	85%
➤ Clark (C-TRAN)	84%
➤ Thurston (Intercity Transit)	62%
➤ Yakima Transit	35%
 - SALES TAX
 - Revenue projected from 2009 actual, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council.
 - 2010 estimates include increases in the sales tax rates from 2009 for the following transit districts, except Skagit Transit increase occurred from 2008 to 2009.

➤ Cowlitz Transit	(increase 0.2%)
➤ Island Transit	(increase 0.3%)
➤ Valley Transit	(increase 0.3%)
➤ Skagit Transit	(increase 0.2%)
 - Sound Transit sales tax rate increased from 0.4% to 0.9%, April 1, 2009
 - Estimates are for calendar year.

REVENUE SOURCE: **Border Area Motor Vehicle Fuel and Special Fuel Tax**

RCW: 82.47.020 (Authorized in 1991)

WHO'S ELIGIBLE

Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.

WHERE ENACTED

Sumas, Blaine, Nooksack, and Point Roberts TBDs have enacted this tax.

PURPOSE

For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.

PROVISIONS

Jurisdictions are authorized to impose a tax of up to one cent. Voter approval is required. Revenue may be used only for street construction and maintenance. Tax applies to both motor vehicle fuel and special fuel.

REVENUE

Three cities imposed the border area motor vehicle fuel and special fuel tax during 2009 and reported the revenue on city street forms submitted to the Department of Transportation. Whatcom County reported for Point Roberts TBD.

	<u>Current Rate</u>	<u>Revenue</u>
Blaine	1¢/gallon	\$88,672
Nooksack	1¢/gallon	\$14,161
Point Roberts, TBD	1¢/gallon	\$35,874
Sumas	1¢/gallon	\$19,181
Everson	1¢/gallon	\$31,175

REVENUE SOURCE: **City Street Utility Charge (Declared invalid November 1995)**

RCW: 82.80.050 (Authorized in 1990)

WHO'S ELIGIBLE

Cities

WHERE ENACTED

The city street utility charge was declared invalid by the Washington State Supreme Court in November 1995.

The Court found in Covell v. City of Seattle that the street utility tax was not a valid fee, but a tax on property that violated (1) the State Constitution's tax uniformity clause, which requires that the rate of tax be a uniform percentage of value for all real property, and (2) the one percent levy limitation, which requires voter approval for property taxes that exceed 1% of property value.

Prior to November 1995, the following cities had enacted this charge: Grandview, Kent, Mabton, Marcus, Medical Lake, Richland, Seattle, Snoqualmie, Soap Lake, Union Gap, Wenatchee, and Wilkeson.

PURPOSE

Street utilities may be established to own, maintain, operate, and preserve any prescribed portion of the streets of a city or town. Street utilities may include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Revenues collected by street utilities must be used only for transportation purposes.

PROVISIONS

- City levy only.
- Rate capped at equivalent of \$2 per employee per month for businesses and \$2 per housing unit per month as defined in RCW 35.95.040.
- Rates must be uniform within each class of service (business and residential) and both classes must be assessed the charge.
- Other features:
 - Revenue limited to 50% of maintenance and operations budget
 - Tax exempt entities do not pay
 - Full credit given against street utility charge for any commuter or employer tax based on number of employees collected for transportation purposes.
- Not subject to a vote of the people or to exclusive referendum procedure; subject to local laws regarding referenda.
- Subject to planning provisions.

REVENUE

Cities that imposed the city street utility charge during 1995 and reported the revenue on city street forms submitted to the Department of Transportation:

Grandview	\$75,096
Mabton	\$5,598
Marcus	\$1,419
Medical Lake	\$26,212
Richland	\$423,074
Seattle	\$10,273,672
Snoqualmie	\$24,416
Soap Lake	\$18,140
Union Gap	\$94,240

REVENUE SOURCE: **Commercial Parking Tax**

RCW: 82.80.030 (Authorized in 1990)

WHO'S ELIGIBLE

County (unincorporated area) or city

WHERE ENACTED

The cities of SeaTac, Bainbridge Island, Bremerton, Mukilteo, and Tukwila have implemented this tax.

PURPOSE

For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.

PROVISIONS

- No rate set; rate setting parameters provided.
- Tax may either be on the commercial parking business, based on gross proceeds or number of stalls, or on the customer (similar to an admissions tax).
- Tax exempt carpools, vehicles with handicapped decals, and government vehicles are exempt from the tax.
- Subject to planning provisions.
- Subject to exclusive referendum procedure. (See *Background Information, page 108*).

REVENUE

Jurisdictions that imposed the commercial parking tax during 2009 and reported the revenue on city street or county road forms submitted to the Department of Transportation or the Local Government Reporting System of the Office of the State Auditor:

SeaTac	\$5,425,042
Bainbridge Island	\$508,772
Bremerton	\$311,374
Mukilteo	\$66,264
Tukwila	\$155,585
Burien	\$17,398
De Moines	\$19,657
Monroe	\$163,630
Seattle	\$18,660,166

**REVENUE SOURCE: Local Option Taxes for High Capacity Transportation
(MVET, Employee, Sales Tax)**

RCW: 81.104.140 through 81.104.170 (Authorized in 1990)

WHO'S ELIGIBLE

Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties.

WHERE ENACTED

RTA in King, Pierce, and Snohomish counties enacted a high capacity transportation (HCT) tax in November 1996.

PURPOSE

For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems. Voter approval required.

PROVISIONS

- Motor Vehicle Excise Tax (81.104.160)
 - Up to 0.8% of vehicle value
 - Trucks over 6,000 pounds are exempt.
 - MVET revenue for high occupancy vehicle (HOV) programs and HCT cannot exceed amount generated by 0.8% MVET.
 - Can only be levied if all local agencies that are parties to an interlocal agreement are imposing the tax at the same rate.
 - For rental vehicles on which sales and use tax is collected in lieu of MVET, additional sales tax may be collected up to a maximum rate of 2.172%.
- Employer Tax (81.104.150)
 - Up to \$2 per employee per month.
 - Not allowed if HOV employer tax in effect.
- Sales and Use Tax (81.104.170)
 - Up to 1% of purchase price on taxable items.
 - Limited to 0.9% in counties that have imposed 0.1% sales tax for criminal justice and in regional transit authorities in which any member county has imposed the 0.1% criminal justice tax.
- General Provisions
 - Tax revenues may be pledged for bonds.
 - Local agencies may contract with Department of Revenue or other entities to collect taxes.
 - Commuter rail is an authorized use of both HOV and HCT funds:
 - o Because commuter rail uses existing rail lines, it is included with HOV programs as a near-term capacity improvement
 - o It could also be used to address long-term HCT system needs.

REVENUE

High capacity transportation taxes imposed by the Regional Transit Authority during 2009 and 2010 as reported by the Department of Revenue and Sound Transit:

Regional Transit Authority (Sound Transit)

<u>Calendar Year</u>	<u>MVET</u>	<u>Sales Tax</u>
2008	\$72.8M	\$273.3M
2009	\$64.5M	\$403.1M

The MVET tax rate is 0.3% and the sales tax rate was 0.4% through March 2009. Beginning April 2009, sales tax rate was increased to 0.9%.

REVENUE ESTIMATE (For Calendar Year 2010)

	0.3% <u>MVET</u>	\$2 per Employee <u>per Month</u>	0.9% <u>Sales Tax</u>
Sound Transit (RTA)	\$64.3M		\$531.5M
King		\$27.7M	Included in Sound Transit
Pierce		\$6.3M	Included in Sound Transit
Snohomish		\$5.8M	Included in Sound Transit
Spokane		\$4.9M	\$55.3M
Clark		\$3.1M	\$35.0M
Kitsap		\$2.0M	\$28.9M
Thurston		\$2.4M	\$21.8M
Yakima		\$1.8M	\$9.2M

RTA revenue estimate reflects a 0.3% MVET and 0.9% sales tax.

Employer tax estimates do not include any deduction for credits to employers that have ride-sharing programs.

MVET and sales tax revenue estimates are for entire counties. Except for King County where the transit district is countywide, projections of HCT taxes should be reduced to reflect the taxing district (transit system) being less than countywide.

For other revenue assumptions, see [Background Information, page 108](#).

REVENUE SOURCE: Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Employee)

RCW: 81.100.030, 81.100.060 (Authorized in 1990)

WHO'S ELIGIBLE

King, Pierce, and Snohomish counties.

WHERE ENACTED

No county has enacted a high occupancy vehicle (HOV) tax.

PURPOSE

For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs. Authorized for King, Pierce, and Snohomish counties, with voter approval.

PROVISIONS

- Motor Vehicle Excise Tax (RCW 81.100.060)
 - Local MVET of up to 0.3% in the case of a county or 0.8% in the case of a regional transportation investment district.
 - Same additional local rate may be applied to sales and use tax on rental vehicles in lieu of MVET (see *State Taxes and Fees* for more information).
 - Trucks over 6,000 pounds are exempt.
 - Total of MVET revenue from HOV and High Capacity Transportation (HCT) local option taxes cannot exceed amount generated by 0.8% MVET (maximum local MVET for HCT).
- Employer Tax (RCW 81.100.030)
 - Up to \$2 per employee per month.
 - May include public and private employers, including state agencies.
 - Credits employers who are participating in ride-share programs.
- General Provisions
 - If both employer tax and local MVET are imposed, total cannot exceed amount that would be generated by 13.64% local MVET.
 - Permits HOV funds to be pledged for repayment of bonds until year 2000, and with voter approval, to be used for commuter rail.
 - Commuter rail is an authorized use of both HOV and HCT funds. Because commuter rail uses existing rail lines, it is included with HOV programs as a near-term capacity improvement. It also may be a component for addressing long-term HCT system needs.
 - Requires that counties imposing tax must adopt specific goals and policies related to congestion reduction, ride-sharing, planning, and cooperation with the state.

REVENUE ESTIMATE (For Calendar Year 2009)

	0.3% MVET <u>Surtax</u>	\$2 per Employee <u>per Month</u>	Maximum HOV <u>Collections</u>
King		\$27.7M	\$27.7M
Pierce		\$6.3M	\$6.3M
Snohomish		\$5.8M	\$5.8M

Employer tax estimates do not include any deduction for credits to employers that have ride-sharing programs.

For other revenue assumptions, see [Background Information, page 108](#).

REVENUE SOURCE:

Local Option Taxes for Ferry Services—County Ferry Districts and PTBAs

RCW:

Chapter 36.54 and 36.57A

WHO'S ELIGIBLE

County Ferry Districts can be established in all or a portion of a county. See *Resource Manual Section: Agencies and Jurisdictions—Local/Regional for County Ferry District, page 326 and Transit Agencies, page 335*

WHERE ESTABLISHED

None at this time

PURPOSE

To finance acquisition of ferry facilities and provide for operation of ferries.

FINANCE PROVISIONS -- COUNTY FERRY DISTRICTS (Ch 36.54 RCW)

Ad valorem tax (36.54.130)

- Not to exceed seventy-five cents per \$1,000 assessed value except in King County where the limit is seven and one-half cents per \$1,000 assessed value. Can be imposed by county legislative authority
- Annual imposition

Excess Property Tax Levy (36.54.140)

- Annual imposition
- Voter approval required

FINANCE PROVISIONS – PUBLIC TRANSPORTATION BENEFIT AREAS ON PUGET SOUND-- PASSENGER-ONLY FERRY SERVICE (RCW 36.57A.210)

Motor Vehicle Excise Tax (82.80.130)

- Up to 0.4% on renewals
- On vehicles licensed for 6000 pounds or less
- Voter approved

Sales and Use Tax (82.14.440)

- Up to 0.4%
- Cannot be imposed where a Regional Transit Authority has been established
- Voter approved

Other Revenue Sources

- Ferry tolls for passengers and packages, and parking tolls where applicable
- Leasing and advertising fees

REVENUE SOURCE: **Local Option Taxes: Regional Transportation Investment Districts (RTIDs)**

RCW: Chapter 36.120

WHO'S ELIGIBLE

Regional Transportation Investment Districts can be established in King, Pierce and Snohomish counties. Prior to December 1, 2007, an RTID must include at least two adjacent counties. After December 1, 2007, an RTID can include one or two or more contiguous counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for RTID discussion, page 337.

WHERE ESTABLISHED:

On November 6, 2007 the voters of Snohomish, King and Pierce Counties voted on Proposition 1, which included RTID Blueprint for Progress and Sound Transit Phase 2 plans. The measure was defeated.

PURPOSE

Principally to finance capital construction of highways of statewide significance in the district. (*See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for RTID discussion and project particulars, page 337).

FINANCE PROVISIONS (RCW 36.120.050) All voter approved:

Sales and Use Tax (36.120.050(1)(a) and 82.14.430)

- Up to 0.1%,

Vehicle License Fee (36.120.050(1)(b) and 82.80.100)

- Up to \$100 annual fee

Motor Vehicle Excise Tax (36.120.050(1)(d) and 81.100.060)

- Up to 0.8%,
- Must use new state defined depreciation schedule (82.44.035)

Parking Tax (36.120.050(1)(c) and 82.80.030)

- On commercial businesses

Tolls (36.120.050(1)(g))

- Routes to be tolled must be identified in investment plan.
- Tolls administered by WSDOT unless otherwise provided for in law.
- Tolls must be approved by Transportation Commission and the Commission is the tolling authority.

Local Option Fuel Tax (36.120.050(1)(e) and 82.80.120)

- Equal to 10% of statewide fuel tax (3.4 cents per gallons based on 34 cent statewide gas tax).
- County may levy tax used for district or a district may levy the tax.
- Districts can only levy tax if boundaries are coextensive with member county boundaries.
- Restricted to 18th amendment purposes.
- Tax may not be levied by both a county and an RTID.

REVENUE SOURCE: **Local Option Taxes: Transportation Benefit Districts**

RCW: Chapter 36.73

WHO'S ELIGIBLE

Transportation Benefit Districts which can be established city-wide up to multi-county. Presently, TBD's may be established in all counties except in King, Pierce and Snohomish Counties. After December 1, 2007, a TBD can also be established in those counties. *See Resource Manual Section: Agencies and Jurisdictions—Local/Regional* for TBD discussion, page 344.

WHERE ESTABLISHED

<u>District</u>	<u>Fee</u>	<u>Effective Date</u>
Burien No. 1	\$10	2/1/2011
Des Moines	\$20	9/1/2009
Edmonds	\$20	9/1/2009
Lake Forrest Park	\$20	9/1/2009
Olympia	\$20	10/1/2009
Prosser	\$20	11/1/2009
Seattle	\$20	5/1/2011
Shoreline	\$20	2/1/2010
Snoqualmie	\$20	3/1/2011

PURPOSE

To finance construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.

FINANCE PROVISIONS (Ch 36.73 RCW and RCW 36.73.040)

Sales and Use Tax (82.14.0455)

- Up to 0.2%, with voter approval
- Tax may not be in effect longer than 10 years unless reauthorized by voters

Motor Vehicle License Renewal Fee (82.80.140)

- Up to \$100 annual fee, with voter approval
- Vehicles of 6000 lbs or less

Excess Property Tax Levies (36.73.060)

- One year, voter approved
- Multi-year for GO bonds

Tolls (36.73.040(2)(d))

- Tolls on facilities including state routes and local roads
- Tolls on state routes must be administered by WSDOT
- All tolls must be approved by Transportation Commission

Other Revenue Sources

- Border Area Motor Fuel and Special Fuel Tax (RCW 82.47.020) *
- Late-comer fees (36.73.140)
- Development fees (36.73.040(2)(c) and 36.73.120)
- LID formation (36.73.080)

* Restricted to TBDs with an international border crossing with its boundaries.

REVENUE SOURCE: **Local Option Motor Vehicle and Special Fuel Tax for Counties**

RCW: 82.80.010 (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

No county has enacted this tax.

PURPOSE

For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.

PROVISIONS

- Equal to 10% of statewide motor vehicle fuel tax and special fuel tax (3.75 cents per gallon based on 37.5-cent statewide gas tax with the full implementation of a 9.5-cent tax rate increase included in 2005 Transportation legislation).
- Countywide imposition (no city levy).
- Revenues distributed back to county and cities contained within the county, levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Voter approval required.
- Subject to planning provisions.

REVENUE ESTIMATE (For Calendar Year 2009)

For revenue estimates by county, see [Local Option Fuel Tax, page 125](#).

REVENUE SOURCE: Motor Vehicle License Fee* (Repealed by Initiative 776)**

RCW: 82.80.020 (Authorized in 1990)

WHO'S ELIGIBLE

Countywide (including incorporated areas).

WHERE ENACTED

A \$15 fee had been authorized in Douglas, King, Pierce, and Snohomish counties.

PURPOSE

For general transportation purposes, including 18th Amendment "highway purposes"; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.

PROVISIONS

- Imposed at county level, or for a qualifying city or town located in a county that has not imposed a \$15 fee.
- Applies to incorporated and unincorporated areas.
- City or town may impose the fee only if authorized by a majority of voters.
- Up to \$15 maximum per vehicle registered in county.
- The 1998 law extends applicability to trucks weighing 6,000 pounds or less (unladen).
- Exempts all trucks above 6,000 pounds (unladen), buses, for-hire vehicles, commercial trailers, and converter gears.
- Allows county to exempt senior citizens with incomes below level set by county and persons with physical disabilities.
- Revenues distributed to county and cities contained within the county levying the tax on a weighted per capita basis (1.5 for population in unincorporated areas; 1.0 for population in incorporated areas).
- Subject to planning provisions.
- Subject to exclusive referendum procedure. (See *Background Information, page 108*).

REVENUE

Counties that imposed the motor vehicle license fee during 2002 as reported by the Department of Licensing:

Douglas County	\$352,888
King County	\$17,404,484
Pierce County	\$6,993,526
Snohomish County	\$6,453,459

* Language contained in Initiative 776, passed by the voters in November 2002, repealed the motor vehicle license fee. Money collected during 2003 was refunded in October 2004.

** For more information on Initiative 776, see the *Transportation Budget* section on page 26.

REVENUE SOURCE: **Property Tax Road Levy**

RCW: 36.82.040

WHO'S ELIGIBLE

Counties (unincorporated areas).

WHERE ENACTED

Every county in Washington collects a property tax road levy.

PURPOSE

For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.

PROVISIONS

- May not exceed \$2.25 per thousand dollars of assessed valuation.
- Proceeds are deposited in county road fund.
- Any portion of the county property tax road levy may be diverted by the county legislative authority to any other county-provided service (RCW 36.33.220); however, such diversion may make the county ineligible for state road grants through the Rural Arterial Program of the County Road Administration Board (RCW 36.79.140).

REVENUE

Budgeted property tax road levy revenue for 2007 as reported by the County Road Administration Board:

 \$427.5 million (prior to diversions)

 \$386.4 million (net for roads after diversions)

REVENUE SOURCE: **Transit Taxes**

RCW: 35.95.040, 82.14.045

WHO'S ELIGIBLE

Transit districts.

WHERE ENACTED

28 transit districts have a sales tax or utility tax in place. This does not include Sound Transit which is shown under High Capacity Transit.

PURPOSE

For operation, maintenance, and capital needs of transit districts. Voter approval is required for the B&O, household/utility, and sales and use taxes described below.

PROVISIONS

- Business and Occupation Tax (RCW 35.95.040)
 - Rate to be determined by transit district
 - Rate may be applied against value of products, gross proceeds, or gross income of business
 - May be used concurrently with household/utility tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Household/Utility Excise Tax (RCW 35.95.040)
 - Up to one dollar per month per housing unit
 - May be used concurrently with B&O tax for transit
 - May not be used concurrently with sales and use tax for transit
 - Voter approval required
- Sales and Use Tax (RCW 82.14.045)
 - Up to a maximum of 0.9%
 - Exemptions and provisions of statewide sales and use tax apply
 - May not be used concurrently with B&O tax for transit or household/utility tax for transit
 - Voter approval required
- Voter approval required property tax (RCW 84.52.120)
 - King County may impose an up to seven and one-half cents per \$1,000 of assessed valuation, with the first one cent to be used for transit service in the SR 520 corridor.
- Motor Vehicle Excise Tax—local portion (35.58.273) **(Repealed)**
 - Up to 0.725% of the value of vehicles in the transit district
 - Chapter 6, Regular Session, Laws of 2002 repealed the local motor vehicle excise tax, retroactively to January 1, 2000.

Chapter 6, Regular Session, Laws of 2002 repealed the local motor vehicle excise tax, retroactively to January 1, 2000.

Public Transportation Benefit Areas (PTBA's) located in Puget Sound have additional tax authority to fund passenger-only ferry activities. (RCW 36.57A.210).

REVENUE

Transit tax revenue (excluding the Regional Transit Authority) during 2009 as reported by the Department of Revenue:

Local Collections: \$715.3 million

REVENUE ESTIMATE (For Calendar Year 2010)

For revenue estimates, see *Local Tax for Transit*, page 126.

Supporting Information

Local Option Fuel Tax
 Revenue Estimate (For Calendar Year 2011)
 (Dollars in Thousands)

County	Local Option Fuel Tax* (3.75 cents/gallon)
Adams	336
Asotin	402
Benton	3,206
Chelan	1,359
Clallam	1,300
Clark	8,076
Columbia	77
Cowlitz	1,854
Douglas	714
Ferry	146
Franklin	1,400
Garfield	43
Grant	1,626
Grays Harbor	1,327
Island	1,504
Jefferson	543
King	35,846
Kitsap	4,604
Kittitas	751
Klickitat	380
Lewis	1,402
Lincoln	195
Mason	1,059
Okanogan	758
Pacific	410
Pend Oreille	243
Pierce	15,103
San Juan	306
Skagit	2,212
Skamania	202
Snohomish	13,184
Spokane	8,720
Stevens	821
Thurston	4,680
Wahkiakum	77
Walla Walla	1,105
Whatcom	3,625
Whitman	808
Yakima	4,433
State Total	124,838

Note: Fuel tax collections at the county level are estimated from the county's share as a percentage of total state fuel gallons taxed at 3.75 cents per gallon. State total is based upon November 2010 motor vehicle revenue forecast. The county's share is based upon current population estimates and forecasts provided by the Office of Financial Management. These estimates do not have nonhighway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Local Tax for Transit

Revenue Estimates (For Calendar Year 2008-2010)

Transit District	2009 Local Transit Tax		2008 Actual Local Tax Revenue	2009 Actual Local Tax Revenue	Estimated 2010 Local Tax Revenue
	Type	Rate			
Asotin County Transit	Sales	0.20%	\$457,700	\$491,200	\$449,300
Ben Franklin Transit	Sales	0.60%	\$23,386,700	\$22,773,700	\$25,242,600
Link Transit (Chelan/Douglas)	Sales	0.40%	\$8,631,100	\$7,794,500	\$7,528,700
Clallam Transit System	Sales	0.60%	\$6,250,900	\$5,582,600	\$5,697,100
C-TRAN (Clark)	Sales	0.50%	\$24,980,700	\$21,113,200	\$23,089,500
Columbia County Public Transportation	Sales	0.40%	\$179,200	\$188,500	\$180,800
Community Urban Bus System (Cowlitz)*	Sales	0.20%	\$1,051,600	\$1,962,600	\$3,414,800
Garfield County Public Transportation**	-----	-----	N/A	N/A	N/A
Grant Transit Authority	Sales	0.20%	\$3,358,600	\$2,759,200	\$2,578,300
Grays Harbor Transportation Authority	Sales	0.60%	\$6,081,800	\$5,059,400	\$5,160,500
Island Transit*	Sales	0.60%	\$5,241,500	\$4,753,800	\$7,060,500
Jefferson Transit Authority	Sales	0.60%	\$2,443,700	\$2,283,400	\$2,197,200
Metro Transit (King)	Sales	0.90%	\$442,052,600	\$374,707,800	\$375,668,400
Kitsap Transit	Sales	0.80%	\$28,728,200	\$25,749,000	\$25,649,500
Twin Transit (Lewis)	Sales	0.20%	\$1,599,700	\$1,336,200	\$1,234,100
Mason Transportation Authority	Sales	0.60%	\$3,576,300	\$3,174,600	\$3,142,200
Pacific Transit System	Sales	0.30%	\$813,000	\$688,900	\$689,800
Pierce Transit	Sales	0.60%	\$72,842,600	\$63,079,100	\$66,288,900
Skagit Transit*	Sales	0.40%	\$4,716,800	\$6,480,500	\$6,261,700
Everett Transit System	Sales	0.60%	\$17,928,200	\$14,569,500	\$15,802,500
Community Transit (Snohomish)	Sales	0.90%	\$71,674,000	\$62,297,700	\$63,168,400
Spokane Transit Authority	Sales	0.60%	\$45,149,000	\$41,216,200	\$41,483,300
Intercity Transit (Thurston)	Sales	0.60%	\$22,828,200	\$20,630,600	\$21,570,400
Valley Transit (Walla Walla)*	Sales	0.30%	\$2,200,400	\$2,001,100	\$4,004,300
Whatcom Transportation Authority	Sales	0.60%	\$20,034,800	\$17,889,700	\$18,334,300
Pullman Transit	Utility	0.30%	\$1,122,400	\$1,050,000	\$1,065,900
Whitman County (Unincorporated)**	-----	-----	N/A	N/A	N/A
Selah (Yakima)	Sales	0.30%	\$276,100	\$277,300	\$273,700
Union Gap (Yakima)***	Sales	0.20%	\$444,300	\$799,400	\$775,900
Yakima Transit	Sales	0.30%	\$4,854,800	\$4,484,300	\$4,644,400
Subtotal:			\$822,904,000	\$714,394,800	\$732,657,100
Sound Transit* (portions of King, Pierce, & Snohomish)	Sales	0.9	\$273,000,000	\$403,100,000	\$531,500,000
	MVET	0.3	\$72,800,000	\$64,500,000	\$64,300,000
TOTAL			\$1,168,704,000	\$1,181,994,800	\$1,328,457,000

* These transit districts had increases in their sales tax rates: Skagit (0.2% to 0.4%, 4/2009); Sound Transit (0.4 to 0.9%, 4/2009); Cowlitz (0.1% to 0.3% 4/2009); Island Transit (0.6% to 0.9%, 1/2010); Valley Transit (0.3% to 0.6% 7/2010).
 ** Garfield County Public Transportation and Whitman UTBA are funded from the county's General Fund.
 *** Partial year in 2008.

Summary Chart of Local Option Taxes for Transportation

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Cities and / or Counties					
Fuel Tax	Highway Purposes (Per 18th Amendment)	10% of State Rate, public vote	County (Incorporated and Unincorporated)	Same as statewide fuel tax--applied to both motor and special fuel	Distributed to county and cities within the county on per capita basis: 1.5 for population in unincorporated area and 1.0 for city populations
Commercial Parking Tax	General Transportation	No fixed rate-- Councilmanic/referendum process specified	City or County (Unincorporated)		May provide exemptions for tax-exempt carpools, vehicles with handicap decals, and government vehicles
Border Area Fuel Tax	Street construction & maintenance	Up to one cent per gallon, public vote	Cities or TBDs within 10 miles of international border crossing		For areas impacted by Canadian border crossings.
Property Tax Road Levy	County Road Purposes	Up to \$2.25 / \$1,000 assessed value	All counties		Levy can be diverted for other purposes, but doing so makes the county ineligible for CRAB road grants.
Employer Tax	High Occupancy Vehicle Lanes	Up to \$2/employee/mo, public vote	King, Pierce, Snohomish counties		Total of HOV taxes cannot exceed revenue from 15% MVET alone: precludes HCT employer tax
Motor Vehicle Excise Tax (MVET)	High Occupancy Vehicle Lanes	Up to 15% of MVET base rate (2.0%), public vote	King, Pierce, Snohomish counties	Trucks over 6,000 lbs. Unladen weight	Total of HOV taxes cannot exceed revenue from 15% MVET alone
Property Tax	County Ferry Districts	Ad velorem ,up to seventy-five cents per \$1,000, councilmatic			Excess property tax levy, public vote
Repealed City and County Taxes					
Street Utility Charge Found unconstitutional by Washington State Supreme Court	Street Maintenance and Operations	Up to \$2/employee/mo Up to \$2/household/mo Councilmanic	City	Entities exempt from property/leasehold tax	Tax ruled unconstitutional. Credit to businesses paying employer/commuter taxes for transp: revenue limited to 50% of M&O budget
Vehicle License Fee** Repealed by Initiative 776	General Transportation	Up to \$15 Councilmanic	County (Unincorporated & Incorporated)	County may exempt persons over 60 or with disabilities	Repealed by I-776. County must delay effective date at least 6 months from date of enactment for DOL implementation

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Transportation Benefit Districts (TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities Capital and operating.	Up to 0.2%, public vote	TBD	Same as state sales tax.	Not longer than 10 years unless reauthorized by vote, except if revenues are pledged for bonds
Motor Vehicle License Renewal	Transportation activities	Up to \$100--voted Up to \$20, councilmanic, except for Passenger-only ferry improvements--public vote	TBD	Vehicles over 6,000 lbs are exempt	Fees cannot be exceed vehicle limits when compounded by overlapping districts.
Excess Property Tax Levies	Transportation activities	No fixed rate, public vote	TBD		One year levy, and multi-year levy to support GO bonds
Tolls	Transportation activities	No stated rate	State routes or local roads		Tolls must be approved by the Transportation Commission and administered by DOT
Border Area Fuel Tax	Highway purposes (18th amendment)	One cent per gallon, public vote			Only for TBD with international border crossing within its boundaries
Late comer fees, Development Fees, and LID formation	Transportation activities	No prescribed rate. No public vote			Controlled by overarching requirements for each process.
Regional Transportation Investment Districts (RTID) (King, Pierce and Snohomish Counties only--Single or Multiple adjoining counties)					
Sales and Use Tax	Capital improvements to Highways of Statewide Significance & up to 10% of funds for other roads	Up to 0.1 %, public vote	RTID	Same as state sales tax	All RTID taxes sunset after projects completed & debt retired. Specific planning & fiscal requirements.
Vehicle Registration Fee	Same	Up to \$100, public vote	RTID		
Motor Vehicle Excise Tax	Same	Up to 0.8%, public vote	RTID		
Local Option Fuel Tax	Same	10 % of state rate, public vote	RTID		Must be imposed county-wide
Parking tax	Same	Public vote	RTID		
Tolls	Same	Public vote	RTID		Tolls on improved facilities & must be approved by Trans. Commission
\$2/ month employee tax	Same	Public vote	RTID		

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Public Transit Systems					
Sales and Use Tax	Public Transit	Up to 0.9%, public vote	Cities, Counties and Special Purpose Transit Districts		Cannot be imposed if jurisdiction is within another jurisdiction that is collecting tax.
B & O Tax &/or Household Tax	Public Transit	Set by transit district, public vote	City, Counties and Special Purpose Transit Districts		Neither may be used concurrently with sales tax
Property Tax	Public Transit	Up to 7.5 cents per \$1,000, Councilmanic	County over 1.5 M persons		First one cent must be for bus capacity along SR 520 corridor.
Passenger-Only Ferry Service Taxes MVET Sales tax	Passenger Only Ferry Services	--Up to 0.4% MVET, public vote --Up to 0.4% Sales tax, public vote	Public Transportation Benefit Areas abutting Puget Sound & not within RTA boundaries	MVET: Vehicle renewals only Vehicles over 6,000 lbs	
High Capacity Transit					
Employer Tax	High Capacity Transportation Systems	Up to \$2/employee/mo	RTAs: Pierce, King, Snohomish, Transit agencies in Clark, Spokane, Yakima, Kitsap, & Thurston		Not allowed if HOV employer tax in effect Note: RTA is acronym for Regional Transit Authority
Motor Vehicle Excise Tax	High Capacity Transportation Systems	Up to 0.8% of vehicle value	Same as above	Vehicles over 6,000 lbs	MVET for HOV and HCT cannot exceed 0.8% MVET rate (when used for HCT, must be at same rate for eligible adjacent counties)
Sales & Use Tax	High Capacity Transportation Systems	Up to 1% of purchase price of taxable items	Same as above	Same as statewide sales tax	Tax limited to 0.9% if 0.1% local option sales tax for criminal justice is in effect

