
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 on page 339.

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

RCW: [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 Transportation Benefit Districts (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

In years 2004 through 2013, four cities reported border area fuel taxes to WSDOT in their annual financial reports of transportation revenues and expenditures. Total border area vehicle fuel taxes reported were \$437,473 in calendar year 2013 and \$398,235 in 2012.

Each of the four cities imposes a current rate of 1¢/gallon.

BORDER AREA MOTOR VEHICLE FUEL TAX				
	Blaine	Nooksack	Pt. Roberts	Sumas
2013	249,540	13,396	96,674	77,863
2012	227,568	14,248	96,157	60,261
2011	185,213	13,658	79,297	43,134
2010	122,446	14,157	54,938	26,642
2009	88,627	14,161	35,894	19,181
2008	102,514	13,879	51,245	20,598
2007	99,831	14,641	42,208	21,004
2006	101,408	4,499	41,668	20,075
2005	107,604	14,589	43,689	15,411
2004	99,191	14,951	35,278	14,049

Source: WSDOT City & County Annual Financial Merge Database

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

RCW: [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 were authorized to 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. Street utility revenue could only be used for transportation purposes.

SELECTED PROVISIONS of 1990 ACT

- 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.

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: [RCW 82.80.030](#) (Authorized in 1990)

WHO'S ELIGIBLE County (unincorporated area), city, RTID

WHERE ENACTED

Currently 9 cities impose this tax: SeaTac, Bainbridge Island, Bremerton, Burien, Des Moines, Mukilteo, Port Angeles, Seattle 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 132).

REVENUE

Jurisdictions that imposed the commercial parking tax during 2011 and reported to the Department of Transportation annual in their local government transportation financial statistics report.

Commercial Parking Tax Collections By City (\$)		
	2012	2013
Bainbridge Island	\$588,431	\$715,010
Bremerton	\$476,499	\$ 497,088
Burien	\$50,437	\$157,626
DesMoines	\$19,605	\$20,581
Mukilteo	\$38,470	\$61,114
Port Angeles	\$175,955	\$23,014
Sea Tac	\$6,164,074	\$10,752,000
Seattle	\$31,204,057	\$33,930,023
Tukwila	\$149,082	\$155,860

Source: WSDOT City & County Annual Financial Merge Database

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

RCW: [RCW 81.104.140](#) through [RCW 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; and high capacity transportation corridor areas (established pursuant to [RCW 81.104.200](#)).

WHERE ENACTED

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

PURPOSE

For planning, constructing, and operating high capacity transportation (HCT), commuter rail, and feeder transportation systems. Voter approval required for all of these local option taxes.

PROVISIONS

- Motor Vehicle Excise Tax ([RCW 81.104.160](#))
 - **Authority repealed by Initiative 776.**
 - In *Pierce County v. State* 159 Wn2d 16 (2006) the Washington State Supreme Court held that Initiative 776 impermissibly impaired the contractual obligations between Sound Transit and its bondholders in violation of the state constitution's contract clause. As a result, Sound Transit was permitted to continue to levy the motor vehicle excise tax for so long as the bonds remain outstanding.
- Rental Car Tax ([RCW 81.104.160](#))
 - For rental vehicles on which sales and use tax is collected, additional tax may be collected up to a maximum rate of 2.172%
- Employer Tax ([RCW 81.104.150](#))
 - Up to \$2 per employee per month.
 - Not allowed if HOV employer tax in effect.
- Sales and Use Tax ([RCW 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.
 - RTIDs, with the approval of the RTA within its boundaries, may impose HCT taxes only to the extent that the maximum amount of taxes have not yet been imposed.

REVENUE

Only Sound Transit imposes high capacity transportation taxes. Actual revenues collected by the Regional Transit Authority during 2009 through 2011 as reported by Sound Transit:

High Capacity Transportation Taxes			
Calendar Year	MVET, 0.3%	Sales Tax, 0.9%	Rental Car Tax
2009	\$64.5 M	\$393.9 M	\$2.78 M
2010	\$66.5 M	\$500.6 M	\$2.47 M
2011	\$65.4 M	\$525.4 M	\$2.49 M
2012	\$66.2 M	\$539.7 M	\$2.0 M
2013	\$68.6 M	\$583.5 M	\$2.8 M

Potential Revenues for other Eligible Jurisdictions

Amounts which could be collected if HCT Taxes were imposed Revenue Estimates (\$ millions), Calendar Year 2013			
Transit Agency	\$2 per Employee per Month	0.9% Sales Tax	MVET
Sound Transit	\$ 41.57	See RTA (Sound Transit) actuals above	
King County	\$ 28.77	Included in Sound Transit	Authority repealed by Initiative 776
Pierce County	\$ 6.48	Included in Sound Transit	
Snohomish County	\$ 6.33	Included in Sound Transit	
Spokane County	\$ 4.85	\$ 71.34	
Clark County	\$ 3.21	\$ 48.99	
Kitsap County	\$ 1.93	\$ 30.76	
Thurston County	\$ 2.40	\$ 37.10	
Yakima County	\$ 2.49	\$ 30.40	

Sales tax revenue estimates are based on the actual revenue base for 2013 for these transits

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

*Amounts reflect the total of potential revenue from King, Pierce and Snohomish counties. Sound Transit may not impose the employee tax if any county within its boundaries is imposing the tax.

For other revenue assumptions, see [Background Information](#), page 132.

REVENUE SOURCE:

Local Option Taxes for High Occupancy Vehicle (HOV) Systems (MVET, Rental Car Sales and Use, Employer)

RCW:

[RCW 81.100.030](#), [RCW 81.100.060](#) (Authorized in 1990)

WHO'S ELIGIBLE

Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties

WHERE ENACTED

No entity 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. Requires voter approval.

PROVISIONS

- MVET, Retail Car Rental Tax ([RCW 81.100.060](#))
 - MVET, or “surcharge,” on value of vehicle of up to 0.3% in the case of a county or 0.8% in the case of a Regional Transportation Investment District.
 - Up to 13.64% on the sales and use tax paid on retail car rentals within the county or RTID.
 - Trucks over 6,000 pounds and farm vehicles are exempt.
 - An eligible county or an RTID may impose the MVET and the car rental tax only to the extent that it has not been imposed by an eligible county or an RTID.
 - If the employer tax is also imposed, the total proceeds from the combination of sources may not exceed the maximum amount which could be collected from the MVET/car rental tax.
 - Must use new state defined depreciation schedule ([RCW 82.44.035](#))
- Employer Tax ([RCW 81.100.030](#))
 - Up to \$2 per employee per month, measured by full-time equivalent employees.
 - May include public and private employers, including state agencies.
 - Credits employers who are participating in ride-share programs.
 - If the MVET/car rental tax also imposed, the total tax from the Employer Tax and the MVET/car rental tax may not exceed the maximum which could be collected from the MVET/car rental tax.
- General Provisions
 - 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

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

Amounts which could be collected if HOV taxes imposed			
Revenue Estimates (\$ millions), Calendar Year 2013			
County	0.3% MVET	\$2 per Employee per month	Max. HOV Collections
King	\$ -	\$ 28.77	\$28.77
Pierce	\$ -	\$ 6.48	\$ 6.48
Snohomish	\$ -	\$ 6.33	\$ 6.33

For other revenue assumptions, see [Background Information](#), page 132.

REVENUE SOURCE: **Local Option Taxes: Ferry Services**

RCW: Chapter [36.54](#) and [36.57A RCW](#)

WHO'S ELIGIBLE

County Ferry Districts can be established to provide passenger only ferry service in all or a portion of a county ([RCW 36.54.110](#)).

A Public Transportation Benefit Area (PTBA) having a boundary on the Puget Sound may provide passenger-only ferry (POF) service ([RCW 36.57A.200](#)).

Counties, under their general authority, may construct and operate ferries ([RCW 36.54.010](#)).

WHERE ENACTED

King County established a ferry district on April 30, 2007. The King County Ferry District is an independent special purpose government overseen by King County Council members as the Ferry District Board of Supervisors which governs the district.

The [Annual Summary of Public Transportation](#) includes information on a variety of ferry services.

PURPOSE

To expand transportation options for county residents by enabling operation of passenger-only ferry service to various parts of the county.

FINANCE PROVISIONS – COUNTY FERRY DISTRICTS

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, without voter approval.
- Annual imposition

Excess Property Tax Levy ([36.54.140](#))

- May be authorized for one year
- 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, voter approved
- On vehicles licensed for 6000 pounds or less
- Cannot be imposed where a Regional Transit Authority has been established
- Must use new state defined depreciation schedule ([82.44.035](#))

Sales and Use Tax ([82.14.440](#))

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

Other Revenue Sources

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

REVENUE

King County Ferry District has a variety of funding sources including ferry fares, advertising, property taxes, state forecast timber sales and state and federal grants. The 2014 revenue by source is based on King County Ferry District 2014 Annual Operating and Capital Budget.

King County Ferry District Actual Revenues Besides Passenger Fare Revenue for CY 2011-2013 and Budgeted 2014 Revenue by Source (\$ millions)

Revenue	2011 Actual	2012 Actual	2013 Actual	2014 Budget Amount
Property Taxes	\$ 1,176,665	\$ 1,176,665	\$ 1,176,665	\$ 1,190,252
Federal and State Grants	\$ 1,018,579	\$ 1,018,579	\$ 1,018,579	\$ 14,763,452
Other Income	\$ 637,121	\$ 581,222	\$ 494,571	\$ 85,000
Total	\$ 2,832,365	\$ 2,776,466	\$ 2,689,815	\$ 16,038,704

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

RCW: Chapter [36.120 RCW](#) (Authorized in 2002)

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.

WHERE ENACTED:

No RTIDs have been formed. 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.

PROVISIONS

All voter approved; all expire after projects completed and debt retired:

Sales and Use Tax ([36.120.050\(1\)\(a\)](#) and [82.14.430](#))

- Additional sales and use tax of up to 0.1%,

Vehicle License Fee ([36.120.050\(1\)\(b\)](#) and [82.80.100](#))

- Upon renewal, up to \$100 annual fee

Motor Vehicle Excise Tax ([36.120.050\(1\)\(d\)](#) and [81.100.060](#))

- Up to 0.8% on value of vehicle and not more than 13.64% on sales tax paid on retail car rentals
- Must use new state defined vehicle valuation schedule ([82.44.035](#))

Employer Tax ([RCW 81.100.030](#))

- Up to \$2/ month per full-time equivalent employee
- If the MVET/car rental car also imposed, the total tax from the Employer Tax and the MVET/car rental tax may not exceed the maximum which could be collected from the MVET/car rental tax.

Parking Tax ([36.120.050\(1\)\(c\)](#) and [82.80.030](#))

- On commercial parking businesses
- Based on gross proceeds or the number of vehicle stalls

Tolls ([36.120.050\(1\)\(g\)](#))

- Routes to be tolled must be identified in investment plan.
- If tolling proposed on a state route, tolls must be authorized by the Legislature.
- Tolls administered by WSDOT unless otherwise provided for in law.
- Tolls must be reviewed and approved by Transportation Commission.

Local Option Fuel Tax ([36.120.050\(1\)\(e\)](#) and [82.80.120](#))

- Equal to 10% of statewide fuel tax (3.75 cents per gallons based on 37.5 cent statewide gas 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 member county and an RTID

REVENUE SOURCE:

Local Option Taxes: Transportation Benefit Districts

RCW:

Chapter [36.73 RCW](#) (Authorized in 1987)

WHO'S ELIGIBLE

Transportation Benefit Districts can be established city-wide and up to multi-counties. Since December 1, 2007, TBDs may be established in all counties.

For more information, see the Transportation Benefit District page on the MRSC website:

<http://www.mrsc.org/subjects/governance/spd/tbd.aspx>

PURPOSE

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

PROVISIONS

Sales and Use Tax ([RCW 36.73.040\(3\)\(a\)](#) and [RCW 82.14.0455](#))

- Up to 0.2%, with voter approval
- If dedicated to repayment of debt, the tax may be imposed for more than ten years.
- Otherwise, tax must be reauthorized by voters after ten years

Motor Vehicle License Renewal Fee ([RCW 36.73.040\(3\)\(b\)](#) and [RCW 82.80.140](#))

- Up to \$20 per vehicle fee without voter approval (except for passenger ferry improvements)
- Up to \$100 annual renewal fee, with voter approval
- Vehicles of 6000 pounds or less
- Certain vehicles are exempt: farm vehicles, campers, personal and commercial trailers, off-road vehicles, government and private school vehicles

Excess Property Tax Levies ([RCW 36.73.060](#))

- One year, voter approved, super majority required
- Multi-year for GO bonds

Tolls ([RCW 36.73.040\(3\)\(d\)](#))

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

Other Revenue Sources

- Impact fees (commercial development only) ([RCW 36.73.040\(3\)\(c\)](#) and [RCW 36.73.120](#))
- LID formation ([RCW 36.73.080](#))
- Late-comer fees ([RCW 36.73.140](#))
- Border Area Motor Fuel and Special Fuel Tax ([RCW 82.47.020](#)), expenditure restricted to TBDs with an international border crossing with its boundaries and to highway purposes

WHERE ENACTED

Transportation Benefit Districts	Effective	Sales Tax Rate
TBD With Sales Tax Rates		
City of Sequim	4/1/2010	0.20%
City of Bellingham	4/1/2011	0.20%
City of Leavenworth	4/1/2011	0.20%
City of Snohomish	1/1/2012	0.20%
City of North Bend	4/1/2012	0.20%
City of Walla Walla	7/1/2012	0.20%
City of Ferndale	7/1/2012	0.20%
City of Waitsburg	10/1/2012	0.10%
City of Castle Rock	4/1/2013	0.20%
City of Lynden	4/1/2013	0.20%
City of Aberdeen	7/1/2013	0.13%
City of Stanwood	7/1/2013	0.20%
City of Arlington	8/1/2013	0.20%
City of Airway Heights	4/1/2014	0.20%
City of Marysville	10/1/2014	0.20%
City of Monroe	1/1/2015	0.20%
TBD With Local Vehicle Registration Fees		
City of Edmonds	9/1/2009	\$20
City of Des Moines	9/1/2009	\$20
City of Lake Forest Park	9/1/2009	\$20
City of Olympia	10/1/2009	\$20
City of Edmonds	9/1/2009	\$20
City of Prosser	11/1/2009	\$20
City of Shoreline	2/1/2010	\$20
City of Burien No. 1	2/1/2011	\$10
City of Snoqualmie	3/1/2011	\$20
City of Seattle	5/1/2011	\$20
City of Lynnwood	7/1/2011	\$20
City of Spokane	9/1/2011	\$20
City of Mabton	12/1/2011	\$20
City of Grandview	2/1/2012	\$20
City of Bremerton	7/1/2012	\$20
City of Zillah	7/1/2012	\$20
City of Wenatchee	8/1/2012	\$20
City of Mountlake Terrace	8/1/2012	\$20
City of Royal City	11/1/2012	\$20
City of Toppenish	12/1/2012	\$20
City of Kittitas	12/1/2012	\$20
City of Orting	2/1/2013 thru 1/31/2015	\$20
City of Eatonville	3/1/2013	\$20
City of Wapato	4/1/2013	\$20
City of Electric City	5/1/2013	\$20
City of Tacoma	6/1/2013	\$20
City of Kenmore	6/1/2013	\$20

TBD With Local Vehicle Registration Fees, beginning in FYs 14 and 15		
Transportation Benefit Districts	Effective	Sales Tax Rate
City of Maple Valley	7/1/2013	\$20
City of Kelso	7/1/2013	\$20
City of Bainbridge Island	8/1/2013	\$20
City of East Wenatchee	8/1/2013	\$20
City of Dupont	9/1/2013	\$20
City of Kalama	10/1/2013	\$20
City of Carbonado	11/1/2013	\$20
City of Soap Lake	11/1/2013	\$20
City of Buckley	2/1/2014	\$20
City of University Place	7/1/2014	\$20
City of Edgewood	7/1/2014	\$20
City of Enumclaw	9/1/2014	\$20
City of Wilkeson	1/1/2015	\$20
City of Roy	1/1/2015	\$20
City of Everett	3/1/2015	\$20
City of Lakewood	4/1/2015	\$20
City of Clarkston	4/1/2015	\$20

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

RCW: [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).
- 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.
- May not impose the tax if already imposed for RTID purposes.
- Same exceptions and rights of refund as other motor fuel taxes.
- Subject to planning provisions ([RCW 82.80.070](#)).

REVENUE ESTIMATES IF ENACTED (see next page)

Data 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 actual fuel gallons consumed for FY 2013 and 2014. The county's share is based upon current population estimates provided by the Office of Financial Management. These estimates do not have non highway use or tribal fuel tax refunds and transfers, or administrative expenses subtracted out.

Potential Local Option Fuel Tax Revenue

Estimates for Fiscal Years 2013 and 2014 (Dollars in Thousands)

County	Local Option Fuel Tax * (3.75 cents/gallon)	
	FY 2013	FY 2014
Adams	347	353
Asotin	394	401
Benton	3,311	3,371
Chelan	1,329	1,353
Clallam	1,306	1,330
Clark	7,862	8,004
Columbia	74	75
Cowlitz	1,865	1,898
Douglas	709	722
Ferry	138	141
Franklin	1,531	1,558
Garfield	41	41
Grant	1,657	1,687
Grays Harbor	1,321	1,345
Island	1,439	1,465
Jefferson	547	556
King	35,778	36,424
Kitsap	4,585	4,668
Kittitas	756	770
Klickitat	374	380
Lewis	1,376	1,400
Lincoln	193	196
Mason	1,116	1,136
Okanogan	749	763
Pacific	379	386
Pend Oreille	237	242
Pierce	14,703	14,969
San Juan	289	294
Skagit	2,141	2,180
Skamania	204	208
Snohomish	13,187	13,425
Spokane	8,665	8,822
Stevens	791	805
Thurston	4,695	4,780
Wahkiakum	73	74
Walla Walla	1,074	1,094
Whatcom	3,715	3,782
Whitman	830	845
Yakima	4,463	4,544
Total	124,242	126,488

REVENUE SOURCE: **Property Tax Road Levy**

RCW: [RCW 36.82.040](#)

WHO'S ELIGIBLE

Counties.

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

Property tax road levy revenue (\$) used for transportation purposes for 2011 – 2013 as reported in FHWA 536 Local Highway Finance Report:

County Property Tax Road Levy	
2010	\$ 427,187,332
2011	\$ 438,244,404
2012	\$ 441,850,389
2013	\$ 441,757,634

REVENUE SOURCE: **Transit Taxes**

RCW: [RCW 35.95.040](#), [RCW 82.14.045](#)

WHO'S ELIGIBLE

Municipal corporations for transit purposes: Public Transit Benefit Areas ([Chapter 36.57A RCW](#)), County-assumed Metropolitan Municipal Corporations, i.e. Metro ([Chapter 36.56 RCW](#)), Cities ([RCW 35.58.2721](#)), City Monorail Authorities ([Chapter 35.95A RCW](#)), County Transportation Authorities ([Chapter 36.57 RCW](#)), and Unincorporated Transportation Benefit Areas ([RCW 36.57.110](#)). Sound Transit has separate taxing authority as a Regional Transit Authority.

WHERE ENACTED

28 transit districts have a sales tax or utility tax in place.

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](#)) (Authorized in 1971)
 - Additional sales and use tax, 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
- Regular property tax ([RCW 84.52.140](#))
 - A county with a population of one million five hundred thousand or more (King County) may impose an up to seven and one-half cents per \$1,000 of assessed valuation
 - the first one cent must be used for transit service in the SR 520 corridor and the remainder for transit-related expenditures
- Motor Vehicle Excise Tax—local portion ([RCW 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.**
- Congestion Reduction Charge ([RCW 82.80.055](#)) (Expired December 31, 2014)
 - King County Metro authorized to impose with a two-thirds majority of Council or voter approval
 - Up to \$20 vehicle license fee

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

Local Tax for Transit

Revenue Estimates (For Calendar Years 2012 – 2014)

Transit District	Local Tax Type	Current Sales and Use Tax Rates	2012 Actual Local Tax Revenue	2013 Actual Local Tax Revenue	2014 Estimated Local Tax Revenue
Asotin County Transit PTBA	Sales	0.2%	558,844	605,118	643,846
Ben Franklin Transit PTBA	Sales	0.6%	25,112,677	26,610,668	28,313,751
Link Transit PTBA	Sales	0.4%	7,684,232	8,803,274	9,366,684
Clallam Transit System PTBA	Sales	0.6%	5,621,240	5,910,695	6,288,979
C-TRAN PTBA	Sales	0.7%	29,007,352	32,286,940	34,353,304
Columbia County Public Transportation P	Sales	0.4%	304,914	334,747	356,171
Community Urban Bus System	Sales	0.3%	2,843,283	2,983,382	3,174,318
Grant Transit Authority PTBA	Sales	0.2%	3,625,596	3,960,221	4,213,675
Grays Harbor Transportation Authority	Sales	0.6%	5,161,845	5,175,323	5,357,821
Island Transit PTBA	Sales	0.9%	6,564,607	7,003,607	7,451,838
Jefferson Transit Authority PTBA	Sales	0.9%	3,226,040	3,639,308	3,872,224
Metro Transit	Sales	0.9%	402,074,303	431,805,474	459,441,024
Kitsap Transit PTBA	Sales	0.8%	26,178,800	27,276,244	29,021,924
Twin Transit PTBA	Sales	0.2%	1,293,142	1,388,994	1,477,890
Mason County PTBA	Sales	0.6%	3,186,115	3,184,327	3,388,124
Okanogan County PTBA	Sales	0.4%			150,754
Pacific County PTBA	Sales	0.3%	667,138	753,351	801,565
Pierce Transit PTBA	Sales	0.6%	64,964,695	62,075,731	66,048,578
Skagit Transit PTBA	Sales	0.4%	8,785,188	9,419,323	10,022,160
Everett Transit System	Sales	0.6%	15,450,581	16,272,481	17,313,920
Community Transit	Sales	0.9%	66,492,128	73,729,713	78,448,415
Spokane County PTBA	Sales	0.6%	42,398,806	44,832,062	47,701,314
Thurston County PTBA	Sales	0.8%	28,175,394	29,250,739	31,122,786
Valley Transit	Sales	0.6%	4,059,509	4,139,343	4,404,261
Whatcom County PTBA	Sales	0.6%	19,759,796	21,070,077	22,418,562
Pullman Transit	Utility	0.3%	1,250,000	1,180,846	1,256,420
Selah	Sales	0.3%	298,215	325,537	346,371
Union Gap	Sales	0.2%	857,982	914,743	973,287
Yakima Transit	Sales	0.3%	4,762,882	5,081,200	5,406,397
Subtotal:			780,365,304	830,013,468	883,136,362
Sound Transit	Sales (portions of King, Pierce & Snohomish)	0.9%	545,453,696	528,799,436	539,744,489
	MVET	0.3%	66,248,596	68,576,051	71,690,931
TOTAL			1,392,067,596	1,427,388,955	1,494,571,783

These following transit districts had increases in their sales tax rates during 2012-2014: Clark County (0.5% to 0.7%, 4/1/2012), Grays Harbor County (0.19% to 0.2% on 4/1/2013) and Okanogan County was new with 0.4% sales tax rate on 4/1/2014.

Background Information

1. Border Area Motor Vehicle Fuel Taxes and Commercial Parking Taxes are based on WSDOT's annual survey of local government's transportation revenues and expenditures.
2. 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.
3. Revenue Assumptions for HOV and HCT Taxes
 - MVET
 - Uses latest actuals from Sound Transit through 2013
 - EMPLOYER TAX
 - County employment estimates are based on Employment Security Department actual monthly average employees covered by the Washington Employment Security Act for calendar year 2013.
 - Revenue projections are for countywide tax.
 - SALES TAX
 - Revenue projected for CY 2014 is based on 2013 actuals, and assuming projected sales tax growth from the forecast by the Washington State Office of the Forecast Council in November 2014 forecast.
 - The following transit districts had sales tax rate increases between 2013 and 2014.

➤ Grays Harbor County	(increase 0.2%)	Effective 4/1/2013
➤ Okanogan County	(increase 0.4%)	Effective 4/1/2014
 - Estimates are for a calendar year time period.

History of Local Option Taxes

1890

At statehood, authorized "seven mills" on each dollar of assessed property (0.7 of a penny on the dollar) if the road poll tax is insufficient for road maintenance.

1937

Recodification of Remington Revised Statutes includes the general property tax road levy. Language very similar to 2014 [RCW 36.82.040](#): County Commissioners shall make a uniform tax levy, revenue deposited into county road fund, for county road purposes. Rate set at "ten mills on the dollar," or a penny on the dollar, on all taxable property in the county.

1965

SSB167 (C 111 ex. s., L 1965) authorized Business and Occupation tax and Utility tax for municipally owned, leased, operated transportation systems. (Bill generally sought to address insolvency of municipal transportation systems.)

1969

EHB 641 (C 255, ex. s. L 1969) authorized municipalities to impose a Motor Vehicle Excise Tax (MVET) up to 1% of fair market value of vehicles in the municipality to be credited against the state MVET imposed under RCW 82.44.020. (RCW 35.58.273)

1971

EHB 248 (C 25 ex.s. L 1971): Property tax road levy allowed to be used for any county service.
ESB 691 (C 296 ex.s. L 1971): Original local sales tax authority (0.3%) for public transportation purposes. Cities, counties, metros authorized to impose in lieu of B&O and utility tax.

1973

HB 186 (C195 ex.s. L 1973): Property tax road levy rate changed to \$2.25 per \$1000 dollars of assessed value.

1975

ESSB 2280 (C 270 ex.s., L 1975) created Public Transportation Benefit Areas. Required voter approval of B&O and utility taxes for county transportation authorities and PTBAs. Also modified the utility tax language to eliminate the reference to public utility services.

1980

HB 1427 (C 163 L 1980): Allowed Metro to impose a sales tax of up to 0.6% for public transportation purposes.

1983

ESHB 235 (C 49 1st ex.s. L 1983): Only counties which have spent all county road funds on road purposes may receive rural arterial trust account funds.

1984

SB 3834 (C 112 L 1984) extended 0.6% sales tax to all transit agencies.

1987

EHB 396 (C 327 L 1987) authorized the creation of Transportation Benefit Districts (TBDs) by counties for any area within a county, and by cities for any area within a city. Purpose: capital funding for city streets, county road, or state highway improvements. Authorized to levy excess property taxes, form LIDs, impose impact fees on residential and commercial construction including late comer fees, and incur debt.

1990

SSB 6358 (C 42, L 1990) enacted a five cent state gas tax increase for highway purposes and restructured the motor vehicle excise tax. For local option taxes, the bill created:

- Counties: Local option fuel tax at 10 percent of state rate, subject to voter approval;
- Counties: Vehicle license/registration fees up to \$15, subject to referendum;
- Counties and cities: Commercial parking tax, subject to referendum;
- Cities: Street utility charge, proceeds limited to 50 percent of annual maintenance and operations budget for streets.

SHB 1825 (C 43, L 1990): Establishment of nonhighway funding programs, including first enactment of High Capacity Transportation (HCT) and High Occupancy Vehicle (HOV) local option taxes.

For HCT Systems, subject to voter approval:

- Employer tax: up to \$2 per head
- Special MVET, up to 0.8% on value of vehicle; if MVET also imposed for HOV purposes, overall rate may not exceed 0.8%
- Sales and use tax: up to 1% of retail sale price of the article; separate legislation (C 1 2nd ex. sess., L 1990) limited the maximum rate to 0.9% in counties imposing a criminal justice local sales tax.

For HOV Systems, subject to voter approval:

- Employer tax of up to \$2 per employee may be imposed by certain counties having within boundaries planned or existing HOV lanes
- Local surcharge of not more than 15% on the state MVET may be imposed by certain counties

1991

SHB 1342 (C 173, L 1991): Border Area fuel tax authorized for cities and towns within 10 miles of an international border and TBDs containing an international border. Tax rate: up to one cent. Voter approval required.

1992

ESHB 2610 (C 101 L 1992): Regional Transportation Authorities authorized, given High Capacity Transportation local taxing authorities (employer tax, MVET, sales and use).

ESHB 2964 (C 194 L 1992) established a sales tax on rental car contracts in lieu of MVET (applied to state and local MVETs). Rates to be set to provide the same amount of revenue as the MVET.

1995

Street utility charge invalidated: In *Covell v City of Seattle*, the Washington State Supreme Court found the street utility charge was not a valid fee but rather a tax on property that violated the state Constitution's uniformity clause.

1998

Referendum 49 (C 321 L 1998) restructured the MVET in numerous ways. For the HOV surcharge on the state MVET, the maximum rate was changed from 15% to 13.64% to reflect consolidation of the state's rate at 2.2%. For HCT, the rental car tax in lieu of MVET was limited to 2.172%. Created an exception to the prohibition against using transit sales taxes as MVET match for cities operating a municipal transit system and larger than 60,000 population.

2000

Initiative 695 approved by voters in November 1999.
2ESSB 6856 (C 4 L 2000) raised sales tax cap to 0.9%.
In March of 2000, I-695 was ruled unconstitutional.

SB 6865 (C 1 1st Sp. Session, L 2000) established a flat \$30 license fee and repealed the state MVET. Due to the revenue sharing arrangement with transit agencies and local governments, revenue losses impact local transportation revenue.

2001

SHB 1596 (C 89 L 2001) allowed public transportation providers limited to persons with special needs to use the sales tax authority.

2002

Regional Transportation Investment Districts authorized by E2SSB 6140 (C 56 L 2002)
RTIDs authorized to impose with voter approval:

- Regional sales and use tax of up to 0.5%;
- Local option vehicle license fee of up to \$100 per vehicle registered in the RTID;
- Commercial parking tax, under authority enacted in 1990;
- Local MVET under HOV and HCT taxing authority (bill eliminated language tying the HOV MVET to the state MVET and establishes a stand-alone MVET rate for an RTID and county HOV program); retains max rate of 13.64% on the sales and use tax paid on retail car rentals;
- Employer excise tax under HOV taxing authority;
- Tolls (approvals by Commission and Legislature added in 2006 and 2008);
- Uses limited to capital projects.

Authorized a joint ballot with an RTA to impose any remaining HCT taxes.

2003

Initiative 776 (C 1 L 2003) approved by voters in November 2002. Repealed local MVET for HCT purposes (and thus indirect RTID authority) and repealed county vehicle license fees.

ESSB 5247 (C 350 L 2003) added county-wide local option fuel tax (10% of state fuel tax) to RTID tax options, voter approval required. A county may not impose the local option fuel tax if levying as part of an RTID.

SHB 2033 (C 194 L 2003) applied sub-area equity to RTIDs.

SB 5769 (C 372 L 2003) authorized bonding authority for RTIDs.

ESHB 1853 (C 83 L 2003) generally sought to increase ability of counties and PTBAs to offer passenger-only ferry (POF) service. County Ferry Districts authorized for counties with a million or more population with a boundary on the Puget Sound. Revenue sources include property tax of 75 cents per \$1000 assessed value, voter approval not required. A district may impose an excess property levy for a one-year period with super-majority approval of voters. PTBAs also given authority to operate POF service. Revenue sources (both voter approved) include 0.4% MVET and 0.4% sales and use tax.

2005

SSB 5177 (C 336 L 2005) rewrote TBD statutes. Changes included:

- Definition of “improvement” broadened to include operations, maintenance, preservation, and public transit;
- sales and use tax up to 0.2%, 10 year limit;
- vehicle fee at renewal up to \$100;
- tolls;
- voter approval of TBD taxes and fees required;
- Other changes—impact fees on residential development to exclude those with fewer than 20 residences, TBDs may only form a LID by petition method.

2006

ESHB 2871 (C 311 L 2006): 0.8% MVET for RTIDs. RTID uses broadened to allow operations, maintenance, and preservation of tolled facilities and operating expenses for traffic mitigation during construction. Max sales tax for RTIDs reduced to 0.1%. Required RTID and Sound Transit to submit ballot propositions to voters in 2007, each contingent upon the others passage.

ESSB 6787 (C 332 L 2006) allowed all counties to form Ferry Districts. Struck some, but not all, language limiting the use of Ferry District funds to passenger only ferry service (RCW 36.54.120 continues to limit powers to POF service.)

SSB 6247 (C 318 L 2006) enacted a revised vehicle valuation schedule for future MVETs.

2007

ESHB 1858 (C 329 L 2007) allowed TBDs to impose the first \$20 of a vehicle license fee without voter approval, if approved by a majority of the TBD board. Limits impact fees to commercial development only, exempts impact fees from voter approval.

SHB 1396 (C 509 L 2007) required a joint ballot for RTID and Sound Transit at the 2007 general election.

E2SSB 5862 (C 223 Laws 2007): Ferry District revenue uses broadened to include improvements to vessels and docks and shuttle services; districts allowed to incur debt.

2009

SB 5540 (C 289 L 2009): High Capacity Transportation Corridor Areas created and given authority for HCT taxes: employer tax, sales & use tax, rental car tax.

2SSB 5433 (C551 L 2009): a King County Ferry District may only impose a property tax of 7.5 cents per \$1000 of assessed valuation. King County also authorized to impose an additional regular property tax levy of 7.5 cents per \$1000 assessed valuation for transit-related expenditures. The first cent must be for expanding transit capacity on SR 520.

2010

SSB 1591 (C 105 L 2010) allowed TBD sales tax to be imposed for longer than 10 years if dedicated to repayment of bonds.

2011

ESSB 5457 (C 373 L 2011) King County Metro authorized to impose a Congestion Reduction Charge of up to \$20 per vehicle registration renewal. Until June 30, 2014, requires approval by voters or a two-thirds majority of the County Council. After June 30, 2014, may only be imposed with voter approval. Section expires December 31, 2014.

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), RTID		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 Program	Up to \$2/employee/month, public vote	King, Pierce, Snohomish counties	Participation in commute reduction programs.	Total of HOV taxes cannot exceed revenue from MVET alone. Precludes HCT employer tax.
Motor Vehicle Excise Tax (MVET) Retail Car Rental Tax	High Occupancy Vehicle Program	0.3% on value of vehicle 13.64% on sales & use tax paid on retail car rentals	King, Pierce, Snohomish counties	Trucks over 6,000 lbs. Unladen weight	Total of HOV taxes cannot exceed revenue from MVET/rental car tax alone.
County Ferry District Property Tax	Passenger-only ferry service	Ad valorem, up to seventy-five cents per \$1,000, councilmanic; except in King County where the limit is 7.5 cents per \$10,000 assessed value (RCW 36.54.130)	County Ferry Districts		Excess property tax levy, public vote
Repealed/Discontinued City and County Taxes/Fees					
Street Utility Charge Found unconstitutional by Washington State Supreme Court	Street Maintenance and Operations	Up to \$2/employee/month Up to \$2/household/month Councilmanic	City	Entities exempt from property/leasehold tax	Tax ruled unconstitutional: not a tax but a fee; found to violate uniformity clause and one percent levy limitation.

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Vehicle License Fee <i>(See Repealed Taxes, Page 237)</i> Repealed by Initiative 776	General Transportation	Up to \$15 Councilmanic	County	County may exempt persons over 60 or with disabilities	Repealed by I-776.
Transportation Benefit Districts (TBDs); size can range from portion of a city to multi-county					
Sales and Use Tax	Transportation activities	Up to 0.2%, public vote	TBDs	Same as state sales tax.	Not longer than 10 years unless reauthorized by vote, except if revenues are pledged for bonds
Motor Vehicle Fee Renewal	Transportation activities	Up to \$100, public vote Up to \$20, councilmanic, except for Passenger-only ferry improvements--public vote	TBDs	Vehicles over 6,000 lbs are exempt	Combined fees in overlapping districts may not exceed the single statutorily authorized rate (aka "no stacking")
Excess Property Tax Levies	Transportation activities	No fixed rate, public vote (super-majority)	TBDs		One year levy, and multi-year levy to support GO bonds
Tolls on state routes, city streets, county roads	Transportation activities	No stated rate	TBDs		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission
Border Area Fuel Tax	Highway purposes (18th amendment)	Increments of a tenth of a cent, may not exceed one cent per gallon, public vote	TBDs with international border in boundaries		
Impact fees (commercial development only) including late-comer fees and LID formation	Transportation activities	No prescribed rate. No public vote for impact fees.	TBDs		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	Public vote: Up to 0.1 %	RTID	Same as state sales tax	All RTID taxes, fees, tolls expire after projects completed & debt retired. Specific planning & fiscal requirements.
Vehicle License/Registration Fee	Same	Public vote: Up to \$100 on renewals	RTID		
Motor Vehicle Excise Tax and surtax on car rental sales and use tax (HOV system tax authority)	Same	Public vote: Up to 0.8% MVET; up to 13.64% on rental car sales tax	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.

TAX	PURPOSE	RATE	JURISDICTION	EXEMPTIONS	OTHER PROVISIONS
Employer tax (HOV system tax authority)	Same	Public vote: Up to \$2/month per FTE	RTID		Total of HOV taxes cannot exceed revenue from MVET alone.
Local Option Fuel Tax, county-wide	Same	Public vote: 10 % of state rate	RTID		May not be imposed by RTID and county
Commercial Parking tax	Same	Public vote	RTID		
Tolls	Same	Public vote	RTID		Tolls on State Routes authorized by Legislature; other tolls approved by Transportation Commission
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.
Congestion Reduction Charge	Public Transit	Up to \$20 per vehicle	County that has assumed the authority of a metropolitan municipal corporation	Vehicle renewals only	Expires December 31, 2014.
Passenger-Only Ferry Service Taxes: MVET, Sales tax	Passenger Only Ferry Services	Up to 0.4% MVET, on renewal, public vote Up to 0.4% Sales tax, public vote	Public Transportation Benefit Areas abutting Puget Sound & not within RTA boundaries	Vehicles over 6,000 lbs	
High Capacity Transportation					
Employer Tax	High Capacity Transportation Systems	Up to \$2/employee/mo	RTA (ST): Pierce, King, Snohomish Transit agencies in Clark, Spokane, Yakima, Kitsap, & Thurston HCTCAs: Transit agencies Spokane and Clark counties		Not allowed if HOV employer tax in effect

<p>Motor Vehicle Excise Tax Repealed by Initiative 776. ST permitted to continue to impose to meet debt obligations, see Pierce County v. State 159 Wn2d 16 (2006)</p>	High Capacity Transportation Systems	Up to 0.8% of vehicle value	Same as above	Vehicles over 6,000 lbs	
<p>Rental car sales tax</p>	High Capacity Transportation Systems	Up to 2.172%	Same as above		Originally, in lieu of MVET.
<p>Sales & Use Tax</p>	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