

## Transportation Benefit District (TBD) Funding Sources<sup>1</sup>

Funding Source	Authorizing Statute	Voter Approval Needed?	Maximum Rate	Maximum Term	KCTD Amount Raised per Increment
<b>Councilmanic Vehicle License Fee</b>	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	No	\$50 <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction	\$15M/year per \$10 <sup>2</sup>
<b>Voted Vehicle License Fee</b>	RCW 82.80.140; 36.73.040(3)(b); 36.73.065	Yes	\$100	No restriction	\$15M/year per \$10
<b>Councilmanic Sales Tax</b>	RCW 82.14.0455; 36.73.040(3)(a)	No	0.1%	10 years <i>(can be bonded, but TBD must vote to renew every 10 years)</i>	\$95M/year per 0.1% <sup>3</sup>
<b>Voted Sales Tax</b>	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>	\$95M/year per 0.1%
<b>Development Impact Fee</b>	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>	Depends on size of fee, geographic area where fee is applied
<b>Tolls</b>	RCW 36.73.040(3)(d)	Yes	As limited by Transportation Commission and voters	As limited by Transportation Commission and voters	Depends on size of toll, geographic area where toll is applied
<b>Property Tax Excess Levy</b>	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>	\$87M/year per \$0.10/\$1,000 AV <sup>4</sup>
<b>Local Improvement District (LID)</b>	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds	Depends on size of fee, geographic area of LID

Note that some of the funding sources available to a TBD are not “stackable,” meaning that King County would not be able to leverage these funding sources within a jurisdiction that has already implemented them for its own TBD. As a result, additional legal and financial review would be required if the KCTD were to plan to implement a funding measure.

<sup>1</sup> Source: Metro Connects Implementation Report ([Motion 16155](#)), updated where indicated

<sup>2</sup> Vehicle license fee revenue based on 1.7 vehicles available per King County household (2019 American Community Survey Table B08201)

<sup>3</sup> Updated by PSB, March 2025

<sup>4</sup> Updated by PSB, March 2025