



Transportation Funding and Property Taxes in Washington County:

Keeping Faith with the Voters

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Size of system

- Washington County has 1,271 miles of roads; 641 miles are rural.
- 1,035 miles are paved; 236 are gravel.
- Of the paved roads:
 - 199 miles are arterials
 - 265 are collectors
 - 83 are neighborhood routes
 - 488 are local roads

Size of population

- 520,000
- 1,200 people moving in monthly
- Congestion increasing exponentially
- How to build and maintain needed roadway improvements??

Capital Improvements

In 1986, 1989 and 1995 voters approved three **Major Streets Transportation Improvement Program (MSTIP)** levies, raising over \$500 million in property taxes to significantly upgrade our transportation infrastructure.

Making Growth Pay

- Voters passed a **Traffic Impact Fee (TIF)** in 1990 that raises about \$17 million annually countywide.
- Collected on all development based on impact on transportation system.
- Revenues are shared with the cities.

And soon pay more...

- In November 2008 an updated version, the **Transportation Development Tax (TDT)**, was approved by 70% of voters.
- Once fully phased in (July 1, 2012), expected to generate \$34 million per year
- Some push back now due to down economy

Maintenance

- With those two funding sources for capital projects, we can direct our share of state Road Fund strictly to *maintenance*.
- Strange anomaly in Washington County: over 200,000 *urban unincorporated* folks. How to fairly pay for their local road maintenance?

Special District to the rescue!

- **Urban Road Maintenance District (URMD)** created by affected area voters in 1987; approved funding in 1994.
- Rate of 25 cents per \$1000 valuation.
- Raises about \$3.3 million every year for maintenance of local roads

“Three Legged Stool”



Gas Taxes help maintain roads

- State and local fuel taxes
- Prioritization Policy: major transportation system first

Property Taxes help solve existing congestion and safety problems

- MSTIP 1
- MSTIP 2
- MSTIP 3
- Maintenance Local Improvement Districts
- URMD - Urban Road Maintenance District
- RRMD - Rural Road Maintenance District: vote failed

Development Fees help meet future needs

- TIF - Traffic Impact Fees: to increase capacity for growth. Fees paid by new development
- Local Improvement Districts

Capital Improvements

- **MSTIP** - brings in about \$26 million annually.
- Funds transportation capital improvements, selected in cooperation with Washington County cities.
- Initially supported by a series of property-tax serial levies.
- Measure 50 (1999) made this levy permanent and a part of the county's general fund.

MSTIP Criteria: How to choose projects?

- Improve safety
- Remove bottlenecks
- Be used by residents of more than one city
- Rank as a local government priority
- Address several transportation demands (cars, trucks, bikes, pedestrians, transit)
- Be geographically balanced, providing benefit to residents all around the county

Successes! (see map)

- By 2012 MSTIP will have built 111 projects that are heavily used by county residents and businesses, at a cost of \$555 million.
- Has also helped enhance state system on Highway 47 Bypass, Hwy 26 at several locations, Hwy 10 (Farmington Road) and Hwy 217

Why produce a MSTIP video??

- Proud 23 year history
- Vital to keep story front and center in the minds of residents (so many new ones!)
- Value what has been accomplished
- Know their tax \$ are responsible
- Be more open to continuing program in future

More reasons...

- Need to clearly explain the tax structure
- Perceived needs
- Limited resources
- Desire for fairness and geographic equity
- **AND NOT REACHING OUT JUST AT ELECTION TIME!**

A wide, multi-lane road with a central median, lined with trees and streetlights, with a white car driving in the distance.

Want to know more?
Check out www.wc-roads.com