

# Eatonville Transportation Benefit District

## Agenda October 26, 2015

**6:40PM**

Eatonville Community Center  
305 Center St. West, Eatonville

- Call to Order
- Roll Call

SCHRIMPSHER \_\_\_\_\_ GRIBI \_\_\_\_\_ WALTER \_\_\_\_\_ PIERCE \_\_\_\_\_ POWELL \_\_\_\_\_

- Consent Agenda

Approval of Agenda

Minutes from the July 13, 2015 meeting

- New Business
  - Discussion on new legislation governing TBDs
- Adjournment

**EATONVILLE TRANSPORTATION BENEFIT DISTRICT  
MINUTES OF REGULAR MEETING**

**TIME:** 6:30 PM

**DATE:** July 13, 2015

**PLACE:** Eatonville Community Center

**CALL TO ORDER**

Chair Schaub called the meeting of the Eatonville Transportation Benefit District to order at 6:30 p.m.

**ROLL CALL**

Town Clerk Kathy Linnemeyer called the roll. The following were:

Present: Chair Mike Schaub, Committee Members; James Schrimpsheer, Bob Walter, Abby Gribi, and Andy Powell.

Also Present: Town Clerk Kathy Linnemeyer

**APPROVAL OF AGENDA**

Committee member **Gribi** moved approval and was seconded by Committee member **Schrimpsheer**. The motion passed with Committee member **Powell** voting no.

**CONSENT AGENDA**

Committee member **Gribi** moved approval of the April 13, 2015 meeting minutes and was seconded by Council member **Schrimpsheer**. All were in favor.

**NEW BUSINESS**

**Review the recommendation of bids from Stripe Rite and Apply-A-Line, Inc. for crosswalk and stop bar striping.**

Town Administrator, Doug Beagle, informed the Committee that, at the request of the Mayor he requested bids for the cross walks and stop bars in Town that need new striping. He stated that the bids from Stripe Rite and Apply-A-Line, Inc. both have 2 prices on them, one for thermo plastic striping and one for painting. The thermo plastic is longer lasting than paint.

Committee member **Gribi** recommended using the thermal plastic for the main arterials and painting the remaining areas.

Mayor Schaub reported that he wants to start a regular rotation schedule for the future so that they don't all need to be done at the same time.

Administrator Beagle announced that some of the internal streets may be able to be painted by the 911 Day of Service group.

Committee member **Gribi** asked if the bid includes removal of the old striping.

**Committee member Gribi made a motion to accept the bid from Apply-A-Line, Inc. and use the thermal plastic on the main roads as determined by administration and paint the remaining abutments to the main arterials using Transportation Benefit District funds and was seconded by Committee member Walter. All were in favor.**

Committee member **Walter** informed the Committee that the speed limit sign on Eatonville Highway where the speed limit changes to 35 MPH is missing.

**Committee member Gribi made a motion to set standing meetings for the Transportation Benefit District before Council meetings every quarter and was seconded by Committee member Schrimpsheer. All were in favor.**

### ADJOURNMENT

Committee member **Gribi** moved to adjourn and was seconded by Committee member **Walter**. All were in favor. Chair Schaub adjourned the meeting until October 12, 2015 at 6:45PM.

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Mike Schaub, Chair

ATTEST:

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Kathy Linnemeyer, Town Clerk

## New Legislation Affecting Transportation Benefit Districts

August 6, 2015 by [Bob Meinig \(/Home/Stay-Informed/MRSC-Insight.aspx?aid=103\)](#)

Category: [Transportation \(/Home/Stay-Informed/MRSC-Insight.aspx?catID=149&cat=Transportation\)](#), [Finance \(/Home/Stay-Informed/MRSC-Insight.aspx?catID=158&cat=Finance\)](#)



The 2015 Legislature included within its large transportation funding bill, [2ESSB 5987](#)

(<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf>), a number of changes to the laws governing transportation benefit districts (TBDs). To me, the most interesting of these changes is a provision that basically allows a city or county that has a TBD with the same boundaries as the city or county to absorb the TBD and assume all the TBD's "rights, powers, functions, and obligations," with the result that the TBD would cease to exist as a separate entity. But more significantly, this legislation increased the permissible amount of the nonvoted vehicle license fee that certain TBDs may impose – up to a maximum of \$50. This legislation was effective on July 15.

Section 301 (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=52>) of [2ESSB 5987](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf>) authorizes this assumption of control over a TBD by a city or county with the same boundaries as the TBD. The process to accomplish this is set out in Sections [302-303](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=52>), and it begins with the city or county legislative authority passing a resolution or ordinance indicating its intention to hold a public hearing on the proposed assumption of the rights, powers, functions, and obligations of the TBD, and setting the time and place of the hearing. The ordinance or resolution must be published according to the requirements in [Section 302](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=52>), and, at the hearing, the legislative authority must hear all protests and objections to the proposed assumption. If, after the hearing, the legislative authority determines that "public interest or welfare would be satisfied" by the assumption of the TBD, it passes an ordinance

or resolution assuming the rights, powers, functions, and obligations of the TBD. The passage of the ordinance abolishes the TBD governing body and vests the city or county legislative authority with all the rights, powers, functions, and obligations that the TBD governing body possessed. See [Section 303](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=52>).

Sections [304](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=54>)-[307](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=55>) make it clear that the city or county steps completely into the shoes of the TBD when it assumes the rights, powers, functions, and obligations of the TBD. Of course, a city or county that has not already established a TBD will have to first establish one before it can assume the its rights, powers, functions, and obligations.

As to the increase in the nonvoted vehicle license fee, this legislation at [Section 308](#) (<http://lawfilesexternal.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=55>) amends [RCW 36.73.065](#) (<http://app.leg.wa.gov/rcw/default.aspx?cite=36.73.065>) to increase the amount of that fee that a TBD governing board – or a city or county legislative authority that has assumed a TBD – may impose without a public vote. (To be authorized to enact a nonvoted vehicle license fee, the TBD must include all the territory of the jurisdiction or jurisdictions that established it. See [RCW 36.73.065](#) (<http://app.leg.wa.gov/rcw/default.aspx?cite=36.73.065>)(4) and [RCW 82.80.140](#) (<http://app.leg.wa.gov/RCW/default.aspx?cite=82.80.140>)(2).) If a \$20 nonvoted fee has been imposed for at least 24 months, that fee may be increased without a public vote to \$40. If, subsequently, a \$40 nonvoted fee has been imposed for at least 24 months, that fee may be increased without a public vote up to \$50; however, that nonvoted fee of more than \$40 is subject to referendum if a petition is filed containing the signatures of at least eight percent of the number of voters registered and voting in the district for the office of the governor at the last preceding gubernatorial election. The petition must be filed within 90 days of the publication of the notice of the intention to increase the fee to more than \$40, which notice is to be filed by April 1st of the year in which the vehicle fee is to be imposed. The question whether the fee may be imposed is decided by majority vote.

Finally, in a change that will affect only TBDs that include a city with a population of 500,000 or more (i.e., the City of Seattle), the threshold below which such a TBD may provide rebates of vehicle fees, sales taxes, and tolls is increased from 45 percent to 75 percent of the median household income. (Rebate programs, as defined in [RCW 36.73.015](#) (<http://app.leg.wa.gov/rcw/default.aspx?cite=36.73.015>)(4), are not authorized for other TBDs.)

For more information on TBDs, see our [Transportation Benefit Districts](#) (<http://mrsc.org/Home/Explore-Topics/Transportation/Transportation-Funding/Transportation-Benefit-Districts.aspx>) webpage.



## About Bob Meinig

Bob has written extensively on the state Open Public Meetings Act and on municipal incorporation and annexation. At MRSC, he has also advised local governments for over 25 years on diverse legal issues.

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## Comments

0 comments on New Legislation Affecting Transportation Benefit Districts

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