

FACT SHEET

GIG HARBOR TRANSPORTATION BENEFIT DISTRICT

Proposition No. 1

Sales and Use Tax for Transportation Improvements

If approved, Proposition No. 1 will authorize the imposition and collection of a sales and use tax of two-tenths of one percent (0.2%) to be collected from all taxable sales and uses within the District in accordance with RCW 82.14.0455, beginning April 1, 2019, for ten consecutive years, to fund transportation improvements.

- The City of Gig Harbor formed the Gig Harbor Transportation Benefit District (TBD) for the purpose of constructing transportation improvements.
- A two-tenths of one percent increase would bring the total sales tax rate in Gig Harbor from 8.5% to 8.7%.
- The tax increase will expire after 10-years unless an extension is recommended by the TBD and approved by the voters
- This tax will be paid by anyone who makes a taxable purchase in the City, whether a resident or non-resident.
- According to the 2010 US Census, the population of Gig Harbor increases by 87.5% during the day. At the time of the census, an additional 6,246 people were coming into the City each day. The Sales tax increase would apply to all of the purchases made by these people while shopping in City limits.
- State law requires that the additional sales tax revenues may only be spent for transportation improvements as identified by the Governing Board of the TBD.
- Revenues can be used only for the motorized transportation portions of projects, but the projects can include non-motorized elements that are funded from other sources.
- The Governing Board has identified projects from the City of Gig Harbor Transportation Improvement Program for funding (as listed on the following page). Any material changes to the projects funded using sales tax revenue would require a public hearing and passage of a resolution by the Governing Board.
- State law requires that the TBD submit annual financial reports to the State Auditor's office and publish an annual transportation improvement report to the public and newspapers of record detailing revenues, expenditures, and the status of all projects, including cost and construction schedules.
- The Gig Harbor City Council can dissolve the TBD and the tax would expire at the end of the 10-year term

Potential TBD Project List - 2018

Project Name	Total Cost	TIP Project No.	Connect the Gig Project No.
1 Stinson Ave Improvements (Pioneer Wy to Rosedale St)	\$750,000	6	5
2 Stinson Ave/Rosedale St Intersection Improvements	\$600,000	5	4
3 Stinson Ave/Harborview Dr Intersection Improvements	\$1,800,000	11	9
4 Hunt Street Crossing at SR-16 (38 th Ave to Kimball Dr)	\$40,000,000	17	17
5 Hunt St/38th Ave Intersection Improvements	\$1,150,000	25	19
6 38 th Avenue Improvements (Ph 1A-Southern City Limits to Briarwood Ln)	\$2,612,113	9	
7 38 th Avenue Improvements (Ph 1B-Briarwood Ln to 50th St)	\$2,038,239	9	
8 38 th Avenue Improvements (Ph 1C-50th St to 56th St)	\$2,374,648	9	
9 38 th Avenue Improvements (Ph 2-56th St to Hunt St)	\$800,000	21	
10 Metering of Roundabout at Borgen Blvd/Burnham Dr/Canterwood Dr/SR-16 WB Ramps	\$700,000	14	12
11 Wollochet Dr Right Turn Lane at SR-16 EB Off Ramp	\$400,000		20
12 Wollochet Dr Roadway Improvements (Hunt St to 66th St)	\$820,000	22	21
13 Wollochet Dr Interchange Improvements (Kimball Dr to SR-16 EB Off Ramp)	\$17,000,000		21
14 Wollochet Dr/Hunt St Intersection Improvements	\$800,000		23
15 Hunt St/Skansie Ave Intersection Improvements	\$15,000,000		22
16 Burnham Drive Improvements (Ph 1-Harbor Hill Dr to Borgen Blvd)	\$1,635,000	19	
17 Burnham Drive Improvements (Ph 2-Harbor Hill Dr to Harborview Dr)	\$1,400,000		
18 Olympic Drive/Hollycroft St Spur Improvements	\$550,000	28	14
19 50 th St Improvements	\$3,400,000	8	7
20 Skansie Ave Improvements (Phase 1-Rosedale St to 72nd St)	\$400,000	24	
21 Skansie Ave Improvements (Phase 2-72nd St to Hunt St)	\$400,000	24	
22 Rosedale St/Skansie Ave Intersection Improvements	\$2,200,000	23	18
Total =	\$96,830,000		