

SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)

December 18, 2012

MEETING SUMMARY

Members

Mayor Pete Lewis	City of Auburn (Vice Chair)
Councilmember Wayne Snoey	City of Covington
Councilmember Jeanne Burbidge	City of Federal Way
Pete Butkus	City of Black Diamond
Stacy Trussler	WSDOT
Maiya Andrews	City of Burien
Emiko Atherton	King County Council (Alternate)
Councilmember Barry Ladenburg	City of SeaTac
Elizabeth Leavitt	Port of Seattle
Councilmember Marcie Palmer	City of Renton
Chris Arkills	King County Executive (Alternate)
Councilmember Jeanette Burrage	City of Des Moines

I. Open Meeting

Mayor Lewis opened the SCATBd meeting with introductions. A quorum was achieved during the later part of the meeting at which time the November 20, 2012 SCATBd meeting summary was approved

II. Reports, Communications and Citizen Requests to Comment

Mayor Lewis introduced Deanna Dawson, the Executive Director of the Sound Cities Association. Ms. Dawson briefed the Board on the transportation funding option agreement that was reached between the Sound Cities Association (SCA), King County, and the City of Seattle. She reported that the group as been engaged in discussions during the last few months to identify local transit and transportation needs and potential local option funding sources. She reminded the Board that during the 2012 Legislative session the County and cities came close to an agreement on local funding options, but disagreements on how the revenues would be spent and the funding splits cause an agreement not to be reached.

Ms. Dawson shared with the Board a letter sent to Governor Gregoire and Governor elect Inslee, supporting a set of tools that will help address transportation needs at the local level. The letter was signed by King County Executive Constantine, Seattle Mayor McGinn and Denis Law, Board President of the Sound Cities Association. The letter encouraged the Governor and Legislature to take action to help local jurisdictions to address local transportation needs by providing local funding options. The proposal includes an eight cent statewide gas tax increase, expanding the councilmanic authority for a TBD from \$20 to \$40, and a councilmanic authority for counties (with a voter option) to impose a 1.5% local MVET to fund transit and local transportation needs. The 1.5% MVET would be split 60% to the County for transit and 40% for local road needs. The 40% for local road needs

would be distributed based on population. Copies of the letter and details on the local funding options are attached to this meeting summary.

SCATBd members asked how the MVET 60%-40% split was decided. Boardmembers said based on local road needs it would make more sense for road needs to get 60% of the MVET revenues and transit the 40%. Ms. Dawson said that the 60% - 40% split as based on recognition for the County's transit needs, and the split was a negotiated decision. Ms. Dawson said that state legislators has indicated that their support hinged on an agreement between cities and the County on local funding options that also included a transit element. Boardmembers asked if eastern Washington legislators supported this package, Mayor Lewis said that they have talked to eastern Washington mayors and all cities through out the state have the same transportation and local funding problems. SCATBd members complimented the good work done by the SCA, King County and Seattle and said it was a good start to the local options revenue discussions.

Councilmember Burbidge reported on the Regional Transit Committee's (RTC) continuing discussion on linking transit and land use. Ms. Burbidge said that there was concern about how Metro was defining transit corridors and activity centers and how it will be incorporated in to the linking transit and land use project. She also mentioned that there was a lack of clarity on the data sources that is being used to establish the forecast year. Councilmember Palmer said that these issues will be discussed at the February RTC meeting and said that they appreciated Metro staff's responsiveness to their concerns.

III. WSDOT Priorities for New Revenue – 2012 Unfunded Improvement Projects.

Stacy Trussler, WSDOT, briefed the SCATBd on a list of unfunded state priority projects that was recently released by WSDOT. Ms. Trussler reported a \$3 billion - 10 year preservation needs to keep assets, including bridges and pavement, in good condition. She also identified a \$600 million need for maintenance which included upkeep of state storm water drainage facilities. There is also a \$305 million need for the ferry system which included dock upgrades.

Ms. Trussler shared with the Board a 10 year unconstrained list of state projects. She said the projects were grouped into Mega projects, Tier 1, 2, and 3 projects. The projects listed within the groups were not prioritized. She said they WSDOT will share the list with the 2013 State legislature, and asked that any comments SCATBd member might to be sent to her by early January. The comments will help inform WSDOT's discussion of the list with the State Legislature.

Mayor Lewis said that the project list should include a more detailed discussion about the economic benefits of the projects on the list. Boardmembers also wanted more conversation about SR 509/167 corridor projects. Mayor Lewis also said that eastern part of the state recognized the statewide economic benefits of completing the SR 509/167 corridors. The

Board also mentioned the need for more discussion on what transportation projects are necessary to support the Port's movement of freight and goods.

Councilmember Snoey reported that he distributed SCATBd's 2013 Legislative Brochure and project map at the December 7, 2012 meeting of the Freight Mobility Roundtable. He said that the Brochure was well received by group. He also said that Judy Clibborn mentioned the "last mile" as an important consideration in freight mobility projects, and was well aware on the freight mobility importance of South King county projects such as the completion of the SR 509/167 corridors.

IV. SCATBd Draft 2013 Work Program

The Board reviewed a draft of SCATBd 2013 Work Program. Mayor Lewis said that SCATBd needs to incorporate the cities plans into the needs of SCATBd and said that this year should be a start on building the 2014 SCATBd agenda. He also said that he would want County, Ports, and State briefings on transportation issues from time to time. Mayor Lewis would also like the SCATBd TAC group to give periodic updates on local transportation issues. He also mentioned SCATBd's need to monitor the development of MAP 21 to insure that the South King County facilities are included.

Boardmembers recommended that SCATBd should revisit the work program after the Legislative session. Mayor Lewis also mentioned the need for SCATBd cities to update local PCI information in-order to better explain the preservation needs of local roads. The Board asked to include under Regional Planning Activities and item called "Legislative Action Campaigns".

Other Attendees:

Bill Peloza, City of Auburn (Alt)	Paul Takamine, King County DOT
Jim Seitz, City of Renton	Glenn Akramoff
Ed Conyers, WSDOT	Tom Gut, City of SeaTac
Dennis Dowdy, Auburn	Rick Perez, City of Federal Way
Rick Perez, City of Federal Way	Deanna Dawson, Sound Cities Association



King County
Dow Constantine
King County Executive



SOUND CITIES ASSOCIATION
35 Cities. A Million People. One Voice



Mike McGinn, Mayor
City of Seattle

December 14, 2012

Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Gregoire:

Seattle, King County, and the Sound Cities Association have worked together to develop a solution to our shared transportation problems. We are writing today to encourage you and the Legislature to take action to help us all begin to solve our statewide transportation crisis by providing local funding options in the coming legislative session in order to preserve and maintain our portion of the State's transportation system and address the growing demand for transit services.

King County and its cities have reached consensus on a set of tools that will allow us to address transportation needs at the local level. We are engaging leaders from around the state who support a combination of local funding options in a dialogue about the attached proposal.

The proposal includes an eight cent gas tax increase, 65% of which would go to the state, an increase to \$40 of the councilmanic TBD authority, and a 1.5% local Motor Vehicle Excise Tax to be passed councilmanically or by a vote of the people. While King County's needs are great enough that we seek a 1.5% MVET to sustain transit service and help address the funding gap for roads and other local transportation needs, we anticipate that other counties may prefer for themselves something closer to 1%.

It is our firm belief that addressing local transportation needs is of critical importance to the economic health and long-term viability of the state's economy. Local jurisdictions play a pivotal role in our state's transportation portfolio. More than half of all trips in our state are less than three miles long and take place on city and county roads, buses, sidewalks, and trails. We strive daily to maintain aging streets, bridges and drainage systems, under tightly constrained budgets. At the same time, residents are asking us to improve transit services, safety, mobility, and choices within our transportation system while diminishing the adverse impacts of the system on our environment and human health.

Thank you for your consideration. We look forward to working with you toward the goals that we all share.

Sincerely,

Dow Constantine
King County Executive

Denis Law
Sound Cities Association, Board President
(formerly Suburban Cities Association)
Mayor, City of Renton

Mike McGinn
Mayor, City of Seattle

cc: Association of Washington Cities
Washington State Association of Counties



Mike McGinn, Mayor
City of Seattle

King County
Dow Constantine
King County Executive

**Sound Cities Association, King County and Seattle
Transportation Funding Option Agreement
DRAFT**

Revenues from the following three local options will provide funding necessary to sustain transit service and address unmet transit and other critical local transportation needs.

State

- **8-cent increase in State Gas Tax**
 - Distribution as follows

State	65%
Cities	18%
Counties	12%
TIB	4%
CRAB	1%

Regional

- **1.5% Local Option Motor Vehicle Excise Tax**
 - Councilmanic authority for counties, with voter option, up to 1.5%
 - Generates approximately \$140 million in King County in 2014*
 - Replaces existing Congestion Reduction Charge in King County
 - Seek ability to collect monthly, similar to a utility bill
 - In King County, agreement to seek 1.5% MVET authority. This amount of revenues is necessary to sustain transit service and address the funding gap for other critical local transportation needs. For a 1.5% MVET, revenues would be allocated 60% to Transit, and 40% to cities and the county distributed by population for local transportation needs
 - Outside of King, distribution negotiated between county and cities
- *Source: DOL Vehicles transactions Data Warehouse, Sep 2012; renewals only, excludes commercial vehicles and trailers*

Local

- **\$40 Councilmanic Vehicle License Fee**
 - Expand councilmanic authority for the Transportation Benefit District from \$20 to \$40
 - Retain option for voter approval up to \$100

1.5% MVET – 40% Cities and County Local Transportation Needs Jurisdiction Share by Population

Jurisdiction	April 1st OFM 2012 Pop Estimate	% of Total	2014
Algona	3,070	0.16%	\$87,849
Auburn (part)	63,390	3.24%	\$1,813,919
Beaux Arts Village	300	0.02%	\$8,585
Bellevue	124,600	6.37%	\$3,565,457
Black Diamond	4,170	0.21%	\$119,325
Bothell (part)	17,280	0.88%	\$494,471
Burien	47,730	2.44%	\$1,365,805
Carnation	1,785	0.09%	\$51,078
Clyde Hill	2,980	0.15%	\$85,273
Covington	17,760	0.91%	\$508,206
Des Moines	29,700	1.52%	\$849,872
Duvall	6,900	0.35%	\$197,445
Enumclaw (part)	11,030	0.56%	\$315,626
Federal Way	89,460	4.57%	\$2,559,918
Hunts Point	390	0.02%	\$11,160
Issaquah	31,150	1.59%	\$891,364
Kenmore	21,020	1.07%	\$601,492
Kent	119,100	6.09%	\$3,408,074
King County	255,720	13.07%	\$7,317,486
Kirkland	81,480	4.16%	\$2,331,569
Lake Forest Park	12,640	0.65%	\$361,696
Maple Valley	23,340	1.19%	\$667,879
Medina	2,990	0.15%	\$85,560
Mercer Island	22,690	1.16%	\$649,280
Milton (part)	835	0.04%	\$23,894
Newcastle	10,460	0.53%	\$299,315
Normandy Park	6,350	0.32%	\$181,707
North Bend	5,855	0.30%	\$167,542
Pacific (part)	6,535	0.33%	\$187,001
Redmond	55,360	2.83%	\$1,584,139
Renton	93,910	4.80%	\$2,687,256
Sammamish	47,420	2.42%	\$1,356,934
SeaTac	27,210	1.39%	\$778,620
Seattle	616,500	31.50%	\$17,641,288
Shoreline	53,270	2.72%	\$1,524,333
Skykomish	200	0.01%	\$5,723
Snoqualmie	11,320	0.58%	\$323,924
Tukwila	19,080	0.97%	\$545,979
Woodinville	10,960	0.56%	\$313,623
Yarrow Point	1,060	0.05%	\$30,332
Totals	1,957,000	100.00%	\$56,000,000