

MEMO TO: City Council

FROM: John Marchione, Mayor

DATE: April 1, 2014

SUBJECT: **RESOLUTION SUPPORTING KING COUNTY
TRANSPORTATION DISTRICT PROPOSITION NO. 1
CONCERNING TRANSPORTATION**

I. RECOMMENDED ACTION:

Adopt the proposed resolution supporting King County Transportation District Proposition No. 1 concerning transportation.

II. DEPARTMENT CONTACTS:

Nina Rivkin, Chief Policy Advisor, Office of the Mayor 425.556.2103

III. DESCRIPTION:

King County Ordinance 17746 established the King County Transportation District with the authority to fund, acquire, construct, operated, improve, provide, maintain and preserve transportation improvements authorized in State law. The Board of the King County Transportation District adopted a resolution (Resolution No. TD2014-03) submitting a ballot measure to King County voters on April 22, 2014, to generate revenue for Metro transit, roads and other transportation improvements.

Proposition No. 1 authorizes the King County Transportation District to impose, for a period of ten years, a sales and use tax of 0.1% and an annual vehicle license fee of sixty dollars (\$60) per registered vehicle. Proposition No. 1 also authorizes a twenty dollar (\$20) rebate for low-income individuals for each vehicle for which an individual pays the vehicle license fee.

Proposition No. 1 would generate an estimated \$130 million in 2015. Forty percent of this revenue would be directly distributed to cities and King County, based on population, for roads and other transportation improvements. Sixty percent of this revenue would be distributed to King County to preserve transit service at levels comparable to 2014 Metro service and cover the costs of administering a low-income fare program (including the amount of reduction in fare revenue resulting from a \$1.50 low-income fare); any remaining County revenue will be allocated fifty percent for Metro transit services and fifty percent for unincorporated area road purposes.

Since July 2012, a two-year Congestion Reduction Charge (CRC) of \$20 per registered vehicle is collected in King County to help fund Metro transit service. The Washington State Legislature authorized the CRC as a temporary funding mechanism that could be imposed in King County for up to two years. The CRC will expire at the end of June 2104. If King County Transportation District Proposition No. 1 is approved by voters, revenue would be collected starting in 2015.

Revenue generated by Proposition No. 1 would be used by Metro transit to prevent up to 600,000 hours of transit service cuts (up to seventeen percent of Metro's system) throughout King County. Transit cuts of this magnitude will affect every geographic area of the county and will add more than 22,000 cars to the roads in King County on a daily basis during the work week.

Most of the 18 Metro routes serving Redmond would be impacted if transit service cuts are taken; six routes would be eliminated and eight routes would be reduced. Metro transit service would be eliminated completely in some areas of the City, including along Willows Road. Metro transit service would be reduced throughout the City, including service to the neighborhoods of SE Redmond and Bear Creek, Viewpoint, Grass Lawn and Overlake. In addition, Sound Transit routes serving Redmond would be negatively impacted, as they would become more crowded.

Revenue generated by Proposition No. 1 will be directly distributed to cities and King County for unincorporated areas pursuant to interlocal agreements entered with the King County Transportation District. In 2015, King County estimates revenue of \$51M would be distributed to cities and King County for road needs. Revenue estimates indicate the City of Redmond would receive approximately \$1.44M for local road needs in 2015.

This funding would help Redmond maintain its transportation infrastructure, which includes numerous bridges and many miles of streets, sidewalks, and pedestrian and bicycle paths. Funding would also be used to begin to address the significant backlog of needed safety and mobility transportation improvements, including along NE 116th Street between Redmond-Woodinville Road and Avondale Road, Avondale Road where it connects with SR-520, West Lake Sammamish Parkway from 51st Street to Bel-Red Road, NE 40th Street between 148th Avenue NE and Bel-Red Road, and the one-way couplet conversion of Redmond Way and Cleveland Street.

IV. IMPACT:

Cuts to Metro transit service of up to 600,000 hours will be prevented if the voters approve King County Transportation District Proposition No. 1 and the City will receive approximately \$1.44M in 2015, continuing annually for ten years, to maintain city streets and reduce its backlog of safety and mobility transportation improvements.

V. ALTERNATIVES:

Support for adoption of a state transportation package that includes local transportation funding options was a high priority item on the City's 2013 and 2014 legislative agendas.

Adoption of the proposed resolution would advance the City's legislative agenda of support for local transportation funding options, though the City Council could choose to not adopt the resolution.

VI. TIME CONSTRAINTS:

King County Transportation District Proposition No.1 will be on the April 22, 2014, ballot in King County. City Council adoption of the proposed resolution communicates City support for this Proposition.

VII. LIST OF ATTACHMENTS:

- A. Resolution supporting King County Transportation District Proposition No. 1

Approved for Council Agenda _____
John Marchione, Mayor

Date

CITY OF REDMOND
RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDMOND, WASHINGTON, SUPPORTING KING
COUNTY TRANSPORTATION DISTRICT PROPOSITION
No. 1 CONCERNING TRANSPORTATION

WHEREAS, King County and King County cities have significant transportation needs that are not being met; and

WHEREAS, King County Metro will cut up to 600,000 hours, or up to seventeen percent of its transit service, without additional funding; and

WHEREAS, transit cuts of this magnitude will affect every geographic area of King County and will add more than 22,000 vehicles to the roads in King County on a daily basis during the work week; and

WHEREAS, most of the 18 King County Metro routes serving Redmond would be impacted if service cuts are taken, as six routes would be eliminated and eight routes would be reduced; and

WHEREAS, Metro transit service would be eliminated completely in some areas of the City, including along Willows Road, and Metro transit service would be substantially reduced throughout the City, including service to the neighborhoods of SE Redmond and Bear Creek, Viewpoint, Grass Lawn, and Overlake; and

WHEREAS, Redmond's transportation infrastructure includes numerous bridges and many miles of streets, sidewalks, and pedestrian and bicycle paths, all of which must be maintained by the City; and

WHEREAS, without additional transportation funding Redmond streets and sidewalks may decline to the point that they will require even more expensive repairs in the future just to maintain at today's level; and

WHEREAS, Redmond's current transportation infrastructure has a significant backlog of needed safety and mobility transportation improvements, including along NE 116th Street between Redmond-Woodinville Road and Avondale Road, Avondale Road where it connects with SR-520, West Lake Sammamish Parkway from 51st Street to Bel-Red Road, NE 40th Street between 148th Avenue NE and Bel-Red Road, and the one way couplet conversion of Redmond Way and Cleveland Street; and

WHEREAS, Cities and King County have experienced a substantial decline in revenues in the past decade and as a result the local transportation system has deteriorated and not kept pace with a growing region; and

WHEREAS, the need for additional transportation funding for transit service and local roads is critical to maintain the current transportation system; and

WHEREAS, State law provides for the establishment of transportation benefit districts by cities and counties and authorizes those districts to levy and impose various taxes and fees to generate revenues to support transportation improvements that benefit the district; and

WHEREAS, King County Ordinance 17746 established the King County transportation district with the authority to fund and provide, maintain and preserve transportation improvements authorized in State law; and

WHEREAS, the Board of the King County Transportation District passed a resolution to submit a ballot measure to voters on April 22, 2014 to generate revenue for Metro transit, roads and other transportation improvements; and

WHEREAS, King County Transportation District Proposition No. 1 authorizes the King County Transportation District to impose, for a period of ten years, a sales and use tax of 0.1% and an annual vehicle license fee of sixty dollars (\$60) per registered vehicle; and

WHEREAS, Proposition No. 1 also authorizes a twenty dollar (\$20) rebate for low-income individuals for each vehicle for which an individual pays the vehicle license fee; and

WHEREAS, the revenue that would be generated from Proposition No. 1 is needed to prevent up to 600,000 hours of transit service cuts throughout King County and fund road

safety, maintenance and other transportation improvements in cities and the unincorporated area of King County.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The Redmond City Council takes an official position supporting King County Transportation District Proposition No. 1 concerning transportation.

Section 2. The Redmond City Council strongly encourages voters to support King County Transportation District Proposition No. 1, as it will generate funding necessary to prevent significant cuts in King County Metro transit service and to preserve and maintain local roads and transportation infrastructure.

Section 3. The Redmond City Council encourages King County to continue to improve King County Metro's financial and service transparency and accountability.

ADOPTED by the Redmond City Council this _____ day of
_____, 2014.

APPROVED:

MAYOR, JOHN MARCHIONE

ATTEST/AUTHENTICATED:

CITY CLERK, MICHELLE M. HART, MMC

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO: