

MOTION NO. 8334

A MOTION adopting a specific transportation program for use of the local option vehicle license fee revenues, pursuant to the transportation planning, programming and coordination provisions of Chapter 82.80 RCW.

WHEREAS, Chapter 82.80 RCW Local Option Transportation Taxes requires that, as a condition of levying or expending any of the local option transportation revenues authorized by that legislation, counties and cities over 8,000 population must comply with certain planning and coordination provisions, as provided in RCW 82.80.070, including the adoption of a specific transportation program based on an adopted transportation plan, and

WHEREAS, King County has enacted the local option vehicle license fee authorized by RCW 82.80.020 effective July 1, 1991, and the revenues from this new fee will be distributed by the State Treasurer to King County and each of its cities, pursuant to the formula established by RCW 82.80.080, and

WHEREAS, On May 6, 1991, the King County Council adopted Motion No. 8280 endorsing a common, interim process to be used by King County and its cities in meeting the transportation planning, programming and coordination requirements of RCW 82.80.070, and

WHEREAS, on September 25, 1989, the King County Council passed Ordinance No. 9153, adopting the King County Transportation Plan (including a Transportation Needs Report) as one of the functional plans detailing implementation of the goals and policies of the King County Comprehensive Plan, including a requirement for annual review and updating of the Transportation Needs Report and the Arterial Functional Classification elements of the Transportation Plan (preparatory to the annual capital improvement program budgeting process), and

WHEREAS on November 20, 1990, the King County Council passed Ordinance No. 9720, adopting the 1991 Annual Budget for King County including 1991 appropriations for projects included in the 1991 -1996 Roads Capital Improvement Program for the unincorporated areas of the County, and

1 WHEREAS, on November 26, 1990, the King County Council passed Ordinance  
2 No. 9709, adopting the 1990 Transportation Needs Report and amending the  
3 Transportation Plan to require public participation in the annual review and  
4 update of the Transportation Needs Report and the Arterial Functional  
5 Classification elements, and

6 WHEREAS, on December 10, 1990, the King County Council passed Ordinance  
7 No. 9747, establishing the Mitigation Payment System to provide a method for  
8 collecting impact fees from developers to help finance transportation  
9 improvements made necessary by new development in the unincorporated areas  
10 of the county;

11 NOW, THEREFORE BE IT MOVED by the Council of King County:

12 A. Attachment A to this Motion shall constitute the specific transporta-  
13 tion program governing King County's use of the Local Option Vehicle License  
14 Fee revenues, pursuant to Chapter 82.80 RCW.

15 B. The specific improvement projects financed under King County's  
16 local option transportation program are included in King County's 1991-1996  
17 Roads Capital Improvement Program, as described in Volume III of King County's  
18 "Adopted Capital Improvement Program Resource Book: 1991-96." Each project  
19 shown in the Resource Book as receiving a County Road Fund Contribution is  
20 financed, in part, by Vehicle License Fee revenues.

21 PASSED this 15<sup>th</sup> day of July, 1991.

22 KING COUNTY COUNCIL  
23 KING COUNTY, WASHINGTON

24 Lois North  
25 Chair

26 ATTEST:

27 Gerald A. Carter  
28 Clerk of the Council

**KING COUNTY LOCAL OPTION REVENUE TRANSPORTATION PROGRAM:  
Summary of Elements**

Geographic Boundaries

Pursuant to RCW 82.80.020 and King County Ordinance No. 9735, the King County Local Option Vehicle License Fee shall be levied on applicable vehicles registered within the boundaries of King County. This fee shall be effective on vehicles with license expiration dates of July 1, 1991 or later and on newly licensed vehicles from the same date. The fee revenues, less authorized deductions, shall be distributed by the State Treasurer to King County and the cities within King County based on the relative per capita population, with King County's population equal to one and one-half the unincorporated population of the County.

King County will expend its share of the Local Option Vehicle License Fee revenues for transportation improvement uses within the unincorporated area. Cities within King County will expend their shares for transportation uses within their jurisdictions.

Adopted Transportation Plan

King County's six-year Roads Capital Improvement Program (CIP) is based on the King County Transportation Plan (KCTP), adopted by the County Council in September 1989. The KCTP includes:

- (a) Policy Element, reflecting the County Comprehensive Plan;
- (b) Functional Classification Report, updated annually;
- (c) Transportation Priority Process;
- (d) Transportation Needs Report, updated annually; and
- (e) Implementation Strategy Report, as amended.

King County's Comprehensive Plan establishes the framework for public facility and service funding priorities by stipulating that the first priority should be to maintain or upgrade existing facilities and services where necessary to serve existing development; financing improvements to serve new development is a secondary priority. This policy is reflected in the transportation program through development of the Roads Division's annual operating and capital budgets.

The first priority in programming Road Fund revenues is to provide adequate funding to maintain and operate the County's existing roadway facilities pursuant to acceptable safety and service standards. Any additional Road Fund revenues are used to help finance the Roads CIP. The Transportation Priority Process is used to prioritize roads capital improvement needs by applying weighted criteria to the project needs, including: existing levels of service and congestion, operational deficiencies, number of accidents, system continuity, and whether a project supports adopted policies and plans.

## ATTACHMENT A

Each year, projects are added to the six-year Roads CIP based on their relative priority, as determined by the Transportation Priority Process and reflected in the annual update of the Transportation Needs Report (TNR). The 1990 TNR served as the basis for developing the 1991-96 Roads CIP.

In preparing the annual update of the TNR, County Transportation Planning staff provide adjacent cities and counties information on projects with a multijurisdictional aspect, with a request for any new information that could affect the TNR update. The annual update of the TNR is completed by May 31 of each year, to serve as a key tool in making the roads capital budgeting decisions for the coming year.

Development of the TNR builds on the work of two multi-jurisdictional transportation planning forums -- the Eastside Transportation Program (ETP) and South County Transportation Benefit District (SCTBD) effort. Each of these subregional forums help King County to coordinate planning efforts with the Washington State Department of Transportation (WSDOT), Metro, cities in the subregion, and regional planning agencies.

King County's existing Transportation Priority Process, TNR planning, Roads CIP budgeting policies, and its participation in subregional planning forums promote the statutory priorities for the use of the local option transportation revenues, which are:

- (1) Project serves a multi-jurisdictional function;
- (2) Project necessitated by congestion;
- (3) Project has the greatest person-carrying capacity;
- (4) Project is partially funded by other government funds; and
- (5) Any other criteria the local government deems appropriate.

#### Coordination with Other Plans

The KCTP is the product of a rigorous planning process, including continual coordination with other local jurisdictions and regional planning agencies. A key element of the KCTP is the annual TNR, which represents an update of transportation improvement needs based upon changing conditions. Integral tasks in developing the TNR include public meetings, input from other local governments and WSDOT, and joint planning efforts with other government agencies on multijurisdictional projects.

The ETP and SCTBD forums mentioned above are two examples of coordinated transportation planning efforts, the results of which provide input to King County's TNR. Additionally, King County is involved in other planning studies with individual government agencies on a broad range of issues -- from project specific corridor analyses to regional programmatic actions.

### Six-Year Funding Plan

As noted earlier, King County's specific transportation program for the Local Option Vehicle License Fee revenues is primarily reflected in the 1991-96 Roads CIP, as described in the "Adopted CIP Resource Book: 1991-96." The Roads CIP includes a six-year funding plan, identifying the specific public and private revenue sources and amounts of revenue necessary to fund the CIP, as well as a schedule for design, right-of-way acquisition and construction of the improvement projects included in the CIP. The six-year funding plan is summarized in Exhibit A.

King County's Vehicle License Fee revenues will accrue to the Road Fund. Road Fund revenues have historically been sufficient to meet the County's road maintenance and operation needs and fund balance policies, with residual amounts available to contribute to the Roads CIP. This is projected to continue through 1996. Vehicle License Fee revenues can therefore be assumed to be a part of the Road Fund contribution to the CIP, as reflected in the 1991-96 Roads CIP; and any project in the 1991-96 CIP Resource Book showing a Road Fund Contribution will be funded, in part, by Vehicle License Fee revenues. A specific six-year projection of the Vehicle License Fee revenues is summarized in Exhibit B. This projection describes the overall revenues generated, and the anticipated distributions to the County, the City of Seattle, and the suburban cities.

### Annual Review

King County will review its specific transportation program for local option revenues annually as part of the roads planning and budgeting process.

### Non-Diversion

None of King County's Vehicle License Fee revenues will be used to replace, divert, or loan any revenues historically used for transportation purposes to nontransportation purposes.

### Intergovernmental Cooperation

King County will continue to work cooperatively with WSDOT, Metro, cities and regional planning agencies to coordinate transportation planning efforts on projects of regional significance. Once new inter- and intra-county planning agencies are in place (as a result of regional governance reform and/or efforts to replace the Puget Sound Council of Governments), King County will work with the other jurisdictions to establish appropriate mechanisms and practices to promote this planning and coordination.