

04/08/99 8:43 AM

Chris Vance  
Dwight Pelz  
Rob McKenna

Introduced By:

04/13/99 clerk  
seg

Proposed No.:

1999-0204

MOTION NO. **10665**

1  
2 A MOTION declaring the adopted 1999 House Transportation  
3 Budget inadequate to address critical transportation needs in  
4 King County and requesting Washington state legislators to  
5 provide funding for the project priorities established by the  
6 King County Transportation Coalition.  
7

8 WHEREAS, in 1998, King County voters joined voters statewide in approving  
9 Referendum 49 which authorized a reallocation of state financial resources and sale of  
10 bonds for the purpose of funding construction of urgent transportation projects, and

11 WHEREAS, King County residents previously voted to tax themselves to construct  
12 a high capacity regional transit system without reliance on funding from the state, and

13 WHEREAS, King County is home to 30 percent of the state's population, one-third  
14 of all jobs, and 47 percent of total payroll, with tens of thousands of residents from  
15 neighboring counties commuting daily into King County to reach their jobs, and

16 WHEREAS, more than 80 percent of the state's traffic congestion occurs within  
17 King County, and

18 WHEREAS, effective operation of the central Puget Sound transportation network  
19 is critical to the state economy; including passenger, regional and worldwide freight, and  
20 farm-to-market transportation needs, and

1           WHEREAS, King County generates over 40 percent of the state's taxable sales,  
2 and

3           WHEREAS, a coalition of King County business leaders, chambers of commerce,  
4 and governments cooperated in assembling an unprecedented countywide list of nearly  
5 \$1.5 billion in transportation funding priorities for consideration by the legislature, and

6           WHEREAS, the King County Transportation Coalition has just reassessed its  
7 countywide funding priorities list to reduce its request to the state to \$998 million, and

8           WHEREAS, the Washington State House of Representatives adopted Substitute  
9 House Bill 1125, allocating Referendum 49 and other funds to transportation projects for  
10 the 1999-2001 biennium, and

11           WHEREAS, the \$707 million in transportation projects funded by SHB 1125  
12 represent only about 50 percent of the King County Transportation Coalition's original  
13 request, and

14           WHEREAS, among the critical unfunded needs are (1) roadway, transit, and access  
15 improvements on portions of SR 99 in the north and south parts of King County, (2) freight  
16 mobility and congestion relief improvements on SR 18, a major truck corridor, (3)  
17 interchange improvements on SR 520 in Bellevue and Redmond, as well as funding for the  
18 Environmental Impact Statement on alternatives for replacing the aging Evergreen Point  
19 Floating Bridge, and (4) freight mobility and congestion relief improvements on University  
20 Way, the Mercer Street corridor, and other critical links in the City of Seattle, and

21           WHEREAS, under SHB 1125 King County would receive 10 percent less state  
22 transportation funding per capita than the statewide average (\$521 per capita versus the  
23 statewide average for all counties of \$569 per capita), and

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1           WHEREAS, on a per-employee basis, King County would receive 35 percent less  
2 than the statewide average (\$738 per employee versus the statewide average of \$1,138 per  
3 capita), and

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WHEREAS, by comparison under SHB 1125 Pierce and Snohomish Counties would receive \$2,050 per employee and \$1,970 per employee, respectively,

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

The metropolitan King County council hereby expresses its continued strong support for the King County Transportation Coalition's transportation funding priorities list and its corresponding request for nearly \$1 billion in state transportation construction funds in the 1999-2001 budget. King County transportation needs are grossly underrepresented in the adopted House transportation budget which does not even provide King County's taxpayers with their per capita share of state transportation revenue and instead forces them to continue subsidizing roads elsewhere in the state. The Washington state Legislature, and the King County delegation in particular, are respectfully requested to seek funding for at least the revised priority project list submitted by the King County Transportation Coalition. If that \$998 million list were funded, King County's per capita share would increase to \$600 and its per employee share would be \$850.

PASSED by a vote of 12 to 0 this 12<sup>th</sup> day of April,  
1999.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

*Louise Miller*  
Chair

ATTEST:

*Carmen*  
Clerk of the Council

Attachments: None