



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**February 25, 2014**

**TD Resolution TD2014-03**

**Proposed No. TD2014-03.1**

**Sponsors**

1           A RESOLUTION of the King County transportation  
2           district relating to financing transportation improvements;  
3           submitting a ballot measure regarding transportation  
4           funding to the qualified electors of the King County  
5           transportation district at a special election to be held on  
6           April 22, 2014, and submitting a proposition to district  
7           voters to authorize the district to fix and impose a one-tenth  
8           of one percent sales and use tax within the district and a  
9           sixty dollar vehicle fee on all vehicles within the district to  
10          finance transportation improvements; requesting that the  
11          King County prosecutor prepare a ballot title for the  
12          proposition; and appointing committees to prepare the pro  
13          and con statements for the local voters' pamphlet.

14          WHEREAS, in the last several years, new transportation challenges have emerged  
15          affecting the funding of transportation improvements for King County Metro transit and  
16          all King County cities and unincorporated King County, including a prolonged recession,  
17          and declined gas-tax, property tax, and sales tax revenues, and

18          WHEREAS, chapter 36.73 RCW, provides for the establishment of transportation  
19          benefit districts by cities and counties and authorizes those districts to levy and impose

20 various taxes and fees to generate revenues to support transportation improvements that  
21 benefit the district and that are consistent with state, regional or local transportation plans  
22 and necessitated by existing or reasonably foreseeable congestion levels, and

23 WHEREAS, King County Ordinance 17746 established the King County  
24 transportation district with the authority to fund, acquire, construct, operate, improve,  
25 provide, maintain and preserve transportation improvements authorized by chapter 36.73  
26 RCW, and

27 WHEREAS, the King County transportation district intends to fund transportation  
28 improvements authorized by chapter 36.73 RCW and that local jurisdictions receiving  
29 funding will directly acquire, construct, operate, maintain, preserve or otherwise provide  
30 any transportation improvement authorized by chapter 36.73 RCW and consistent with  
31 this resolution, and

32 WHEREAS, the King County Transportation District has the legal authority to fix  
33 and impose up to a one hundred dollar vehicle fee under RCW 82.80.140 with approval  
34 of a majority of district voters, and

35 WHEREAS, the King County Transportation District has the legal authority to fix  
36 and impose up to a two-tenths of one percent sales and use tax within the district under  
37 RCW 82.14.0455 with approval of a majority of district voters, and

38 WHEREAS, a voter-approved vehicle fee imposed by the King County  
39 transportation district does not affect the authority of city-established transportation

40 benefit districts to impose up to a twenty dollar councilmanic vehicle fee under RCW  
41 82.80.140, and

42 WHEREAS, the King County Transportation District cannot impose a voter  
43 approved sales and use tax that exceeds a period of ten years, unless extended by an  
44 affirmative public vote in accordance with RCW 82.14.0455;

45 BE IT RESOLVED BY THE KING COUNTY TRANSPORTATION  
46 DISTRICT:

47 SECTION 1. Fee and tax submittal to voters. To provide necessary funding for  
48 the transportation improvements identified in section 3 of this resolution, the King  
49 County transportation district shall submit to the qualified electors of the district a  
50 proposition authorizing the district to fix and impose, for ten years, a sixty-dollar vehicle  
51 fee to be added to any existing fees and to fix and impose, for ten years, an additional  
52 one-tenth of one percent sales and use tax.

53 SECTION 2. Distribution of revenues. The district sales and use tax and  
54 vehicle fee revenues shall first pay any administrative costs to the state Department of  
55 Licensing and state Department of Revenue, the administrative costs of the district and  
56 the cost of the license fee low-income rebate program in section 4 of this resolution. The  
57 remaining combined revenue will be distributed pursuant to interlocal agreements for use  
58 for transportation improvements consistent with this resolution in the following manner:

59 A. Sixty percent distributed to King County. On a biennial basis, the Board shall  
60 determine and allocate for Metro transit purposes the amount of the sixty percent

61 distribution necessary to fund the operation, maintenance and capital needs of the Metro  
62 transit system. In making this determination and allocation the Board shall be guided by  
63 the following criteria:

64           1. Preserving Metro transit service at levels comparable to the 2014 Metro transit  
65 system;

66           2. Covering the costs of administering any low income fare program and the  
67 amount of the reduction in fare revenue resulting from a \$1.50 low-income fare; and

68           3. Adjusting for any changes in the amount of other Metro transit revenues  
69 above the revenues estimated in the adopted King County 2013-2014 biennial budget.

70 If as a result of this determination and allocation, there are remaining revenues from the  
71 sixty percent distribution, these will be distributed fifty percent for Metro transit purposes  
72 and fifty percent for unincorporated area road purposes. Attachment A titled Estimated  
73 Distributions of King County Transportation District Revenues to this resolution  
74 illustrates estimated distributions using these criteria, based on currently projected  
75 revenues and expenditures; and

76           B. Forty percent distributed to the cities within King County and to King County  
77 for city transportation improvement purposes and for county unincorporated area road  
78 purposes, respectively, in amounts shared pro rata based on each jurisdiction's percentage  
79 of the total population of jurisdictions entering into interlocal agreements with the district  
80 for the distribution of revenues.

81            **SECTION 3. Use of revenues and description of transportation**

82 **improvements.**

83            A. The sales and use tax and vehicle fee revenues, less the administrative and  
84 rebate program costs identified in Section 2 of this resolution, shall be used by the district  
85 consistent with RCW chapter 36.73 and this resolution to fund transportation  
86 improvements permitted by RCW chapter 36.73, including but not limited to, the  
87 acquisition, construction, operation, improvement, provision, maintenance, and  
88 preservation of public transportation facilities, services and programs, and roads.

89            B. Specifically, the transportation improvements carried out with the sales and  
90 use tax and vehicle fee revenues must be projects or programs contained in the  
91 transportation plan of the Puget Sound Regional Council, King County or a city within  
92 King County that are:

- 93            1. The provision of Metro transit public transportation services;
- 94            2. The service planning and public engagement for the provision of Metro  
95 transit public transportation services;
- 96            3. The operation, maintenance and repair of Metro transit vehicles, equipment  
97 and facilities;
- 98            4. The acquisition and replacement of Metro transit vehicles and equipment and  
99 the planning, design, construction and implementation of Metro transit capital  
100 improvements;
- 101            5. The implementation of transportation demand management programs;

102           6. The planning, design, construction and implementation of capital  
103 improvement, preservation and restoration projects for road facilities such as streets,  
104 roads, bridges, signals, guardrails, drainage systems, pedestrian and bicycle pathways and  
105 related facilities and improvements;

106           7. The operation, maintenance and repair of road facilities such as streets, roads,  
107 bridges, signals, guardrails, drainage systems, bicycle pathways and related facilities and  
108 improvements;

109           8. The provision of emergency responses to protect road facilities and public  
110 health and safety; or

111           9. The planning, design, installation and management of intelligent  
112 transportation systems including traffic cameras, control equipment and new technologies  
113 to optimize the existing transportation system.

114           C. Consistent with RCW 36.73.020, the transportation improvements carried out  
115 with the sales and use tax and vehicle fee revenues shall be needed by existing or  
116 reasonably foreseeable congestion levels; and selection of the transportation  
117 improvements shall, to the extent practicable, consider the following criteria:

118           1. Reduced risk of transportation facility failure and improved safety;

119           2. Improved travel time;

120           3. Improved air quality;

121           4. Increases in daily and peak period trip capacity;

122 5. Improved modal connectivity;

123 6. Improved freight mobility;

124 7. Cost-effectiveness of the investment;

125 8. Optimal performance of the system through time;

126 9. Improved accessibility for, or other benefits to, persons with special  
127 transportation needs.

128 SECTION 4. The vehicle fee shall be subject to a rebate program consistent with  
129 chapter 36.73 RCW under which low-income individuals will be eligible, upon  
130 application, to receive a twenty-dollar rebate for each vehicle for which an individual  
131 pays the full vehicle fee.

132 SECTION 5. On an annual basis, the board of the district shall review the  
133 identification of projects and programs carried out by King County and the cities within  
134 King County with the sales and use tax and vehicle fee revenues for consistency with this  
135 resolution. Additionally, the district shall issue an annual report to the public, indicating  
136 the status of transportation improvement costs, transportation improvement expenditures,  
137 revenues, and construction schedules.

138 SECTION 6. If the Washington state legislature enacts legislation that grants new  
139 authorization for county transportation revenues and King County imposes and collects  
140 revenues under such legislation, the board shall consider whether to, and may, reduce or

141 eliminate the continued imposition and collection of the sales and use tax and vehicle fee  
142 authorized by this resolution.

143         SECTION 7. For the purposes of defining a transportation plan under chapter  
144 36.73 RCW and section 3 of this resolution:

145             A. The transportation plan of King County includes, as adopted and updated, the  
146 Transportation Element of the King County Comprehensive Plan, the King County Metro  
147 Transit Strategic Plan for Public Transportation, the King County Metro Transit Service  
148 Guidelines, the annual King County Metro Transit Service Guidelines Report, the King  
149 County Department of Transportation Strategic Plan for Road Services, the  
150 Transportation Needs Report, and the King County Roads Services CIP.

151             B. The transportation plan of a city is its transportation program adopted and  
152 annually revised and extended as required by RCW 35.77.010.

153             C. The transportation plan of the Puget Sound Regional Council is its  
154 transportation improvement program developed and updated as required by RCW  
155 47.80.023.

156         SECTION 8. For the purposes of this resolution, "city" means city or  
157 incorporated town.

158         SECTION 9. Call for special election. The district hereby requests that the King  
159 County director of elections call a special election on April 22, 2014, to consider a  
160 proposition authorizing the district to fix and impose, for ten years, a vehicle fee in the  
161 amount of sixty dollars and to fix and impose, for a term of ten years, a sales and use tax



162 in the amount of one-tenth of one percent for the purposes described in this resolution.

163 The King County director of elections shall cause notice to be given of this resolution in

164 accordance with the state constitution and general law and to submit to the qualified

165 electors of the district, at the said special county election, the proposition hereinafter set

166 forth, in the form of a ballot title substantially as follows:

167 KING COUNTY TRANSPORTATION DISTRICT

168 PROPOSITION NO. \_\_\_\_

169 The Board of the King County Transportation District passed Resolution No. TD2014-03

170 concerning funding for Metro transit, roads and other transportation improvements. If

171 approved, this proposition would fund, among other things, bus service, road safety and

172 maintenance and other transportation improvements in King County cities and the

173 unincorporated area. It would authorize the district to impose a sales and use tax for a

174 term of ten years of 0.1% under RCW 82.14.0455, and an annual vehicle fee of sixty

175 dollars (\$60) per registered vehicle under RCW 82.80.140 with a twenty dollar (\$20)

176 rebate for low-income individuals.

177 Should this sales and use tax and vehicle fee be approved?

178 Yes

179 No

180 SECTION 10. The King County director of elections is hereby requested to

181 prepare and distribute a local voters' pamphlet, in accordance with K.C.C. 1.10.010, for

182 the special election called for in this resolution, the cost of the pamphlet to be included as  
183 part of the cost of the special election.

184 SECTION 11. RCW 29A.32.280 provides that for each measure from a  
185 jurisdiction that is included in a local voters' pamphlet, the legislative authority of that  
186 jurisdiction shall formally appoint a committee to prepare arguments advocating voter  
187 approval of the measure and a committee to prepare arguments advocating voter rejection  
188 of the measure.

189 SECTION 12. As authorized by RCW 29A.32.280, the following individuals are  
190 appointed to serve on the voters' pamphlet committees, each committee to write a  
191 statement for or against the proposed measure.

192	FOR	AGAINST
193	1. Denis Hayes	1. Will Knedlik
194	2. Estela Ortega	2. Dick Paylor
195	3. John Marchione	3. Jerry Galland

196 SECTION 13. Ratification. Certification of the proposition by the clerk of the  
197 district to the King County director of elections in accordance with law before the  
198 election on April 22, 2014, and any other act consistent with the authority and before the  
199 effective date of this resolution are hereby ratified and confirmed.

200 SECTION 14. Severability. If any provision of this resolution or its application  
201 to

203 any person or circumstance is held invalid, the remainder of the resolution or the

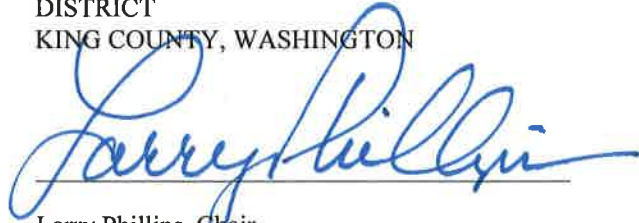
204 application of the provision to other persons or circumstances is not affected.

205

TD Resolution TD2014-03 was introduced on and passed as amended by the King County Transportation District on 2/24/2014, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,  
Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr.  
Upthegrove  
No: 0  
Excused: 0

KING COUNTY TRANSPORTATION  
DISTRICT  
KING COUNTY, WASHINGTON



Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Board

**Attachments:** A. Estimated Distributions of King County Transportation District Revenues 2-24-14

**Estimated Distributions of King County Transportation District Revenues  
February 24, 2014**

Attachment A  
TD2014-03

		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
<b>Forecasted KCTD Revenues</b>												
Sales Tax		\$53,411,614	\$56,439,059	\$59,301,600	\$61,902,449	\$64,607,180	\$67,354,570	\$70,161,504	\$73,014,605	\$75,983,728	\$79,073,589	(Forecasted Growth Rates)
Vehicle Fee		\$81,622,728	\$82,438,955	\$83,263,345	\$84,095,978	\$84,936,938	\$85,361,623	\$85,788,431	\$86,217,373	\$86,648,460	\$87,081,702	(yrs 1-5:1%,6-10:0.5%)
		\$135,034,342	\$138,878,014	\$142,564,944	\$145,998,428	\$149,544,118	\$152,716,193	\$155,949,934	\$159,231,978	\$162,632,188	\$166,155,291	
<b>Estimated KCTD Expenses</b>												
Administration	0.75%	\$1,012,758	\$1,041,585	\$1,069,237	\$1,094,988	\$1,121,581	\$1,145,371	\$1,169,625	\$1,194,240	\$1,219,741	\$1,246,165	
Rebate Cost	100%	\$5,479,820	\$5,534,620	\$5,589,960	\$5,645,860	\$5,702,320	\$5,730,840	\$5,759,500	\$5,788,300	\$5,817,240	\$5,846,320	
Rebate Administration	15%	\$821,973	\$830,193	\$838,494	\$846,879	\$855,348	\$859,626	\$863,925	\$868,245	\$872,586	\$876,948	
		\$7,314,551	\$7,406,398	\$7,497,691	\$7,587,727	\$7,679,249	\$7,735,837	\$7,793,050	\$7,850,785	\$7,909,567	\$7,969,433	
<b>Net Estimated Revenue for Distribution</b>		<b>\$127,718,791</b>	<b>\$131,471,616</b>	<b>\$135,067,253</b>	<b>\$138,410,700</b>	<b>\$141,864,869</b>	<b>\$144,980,356</b>	<b>\$148,156,885</b>	<b>\$151,381,194</b>	<b>\$154,722,620</b>	<b>\$158,185,859</b>	
<b>Cities and Unincorporated King County</b>												
<b>Distribution</b>	<b>40%</b>	<b>\$51,087,916</b>	<b>\$52,588,646</b>	<b>\$54,026,901</b>	<b>\$55,364,280</b>	<b>\$56,745,948</b>	<b>\$57,992,142</b>	<b>\$59,262,754</b>	<b>\$60,552,477</b>	<b>\$61,889,048</b>	<b>\$63,274,343</b>	
<b>King County distribution</b>	<b>60%</b>	<b>\$76,631,875</b>	<b>\$78,882,970</b>	<b>\$81,040,352</b>	<b>\$83,046,420</b>	<b>\$85,118,921</b>	<b>\$86,988,213</b>	<b>\$88,894,131</b>	<b>\$90,828,716</b>	<b>\$92,833,572</b>	<b>\$94,911,515</b>	
<b>Estimated distribution of 40% to Unincorporated King County For Road Purposes</b>		<b>\$6,079,462</b>	<b>\$6,258,049</b>	<b>\$6,429,201</b>	<b>\$6,588,349</b>	<b>\$6,752,768</b>	<b>\$6,901,065</b>	<b>\$7,052,268</b>	<b>\$7,205,745</b>	<b>\$7,364,797</b>	<b>\$7,529,647</b>	(11.9% of Population)
<b>Transit Financial Gap</b>												
Estimated Transit Service Costs (600,000 hours)		\$60,000,000	\$62,040,000	\$64,149,360	\$66,330,438	\$68,585,673	\$70,917,586	\$73,328,784	\$75,821,963	\$78,399,909	\$81,065,506	
Estimated Transit Capital Costs		\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	
Forecasted Additional Sales Tax Over Forecast*		\$15,568,307	\$17,474,604	\$17,237,240	\$15,589,719	\$13,991,278	\$11,503,572	\$8,264,381	\$5,507,570	\$2,497,198	(\$783,514)	
Low Income Fare Program Costs (\$1.50)		\$7,400,000	\$7,622,000	\$7,850,660	\$8,086,180	\$8,328,765	\$8,578,628	\$8,835,987	\$9,101,067	\$9,374,099	\$9,655,322	
<b>Net Estimated Transit Financial Gap</b>		<b>\$86,831,893</b>	<b>\$67,187,396</b>	<b>\$69,782,780</b>	<b>\$73,826,898</b>	<b>\$77,923,160</b>	<b>\$82,992,842</b>	<b>\$88,900,390</b>	<b>\$94,416,460</b>	<b>\$100,276,810</b>	<b>\$106,504,342</b>	
* Sales Tax Forecasts Based on August 2013 over August 2012 forecasts by the King County Office of Economic and Financial Analysis												
<b>Unincorporated Area Roads Financial Gap**</b>												
<b>Estimated Financial Gap to maximize the lifecycle of the existing unincorporated area roadway system</b>		<b>\$130,000,000</b>	<b>\$133,900,000</b>	<b>\$137,917,000</b>	<b>\$142,054,510</b>	<b>\$146,316,145</b>	<b>\$150,705,830</b>	<b>\$155,226,799</b>	<b>\$159,883,803</b>	<b>\$164,680,111</b>	<b>\$169,620,514</b>	
**Based on Strategic Plan for Road Services and the 2013-2014 adopted budget												
<b>Estimated Distribution of KCTD Revenues to King County for Metro Transit and Unincorporated Area Road Purposes</b>												
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
<b>Estimated KCTD Distribution of 60%</b>												
<b>Net of Estimated Transit Financial Gap</b>		<b>\$9,800,182</b>	<b>\$11,695,574</b>	<b>\$11,277,572</b>	<b>\$9,219,521</b>	<b>\$7,195,761</b>	<b>\$3,995,572</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
50% Transit		\$4,900,091	\$5,847,787	\$5,638,786	\$4,609,761	\$3,597,881	\$1,997,786	\$0	\$0	\$0	\$0	
50% Roads		\$4,900,091	\$5,847,787	\$5,638,786	\$4,609,761	\$3,597,881	\$1,997,786	\$0	\$0	\$0	\$0	
<b>Net estimated total distribution for King County Metro Transit</b>		<b>\$71,731,784</b>	<b>\$73,035,183</b>	<b>\$75,401,566</b>	<b>\$78,436,660</b>	<b>\$81,521,041</b>	<b>\$84,990,428</b>	<b>\$88,894,131</b>	<b>\$90,828,716</b>	<b>\$92,833,572</b>	<b>\$94,911,515</b>	
<b>Net estimated total distribution for Unincorporated Area Roads</b>		<b>\$10,979,553</b>	<b>\$12,105,836</b>	<b>\$12,067,987</b>	<b>\$11,198,110</b>	<b>\$10,350,648</b>	<b>\$8,898,851</b>	<b>\$7,052,268</b>	<b>\$7,205,745</b>	<b>\$7,364,797</b>	<b>\$7,529,647</b>	
<b>Percentage of estimated Unincorporated Area Roads Financial Gap</b>		<b>8.4%</b>	<b>9.0%</b>	<b>8.8%</b>	<b>7.9%</b>	<b>7.1%</b>	<b>5.9%</b>	<b>4.5%</b>	<b>4.5%</b>	<b>4.5%</b>	<b>4.4%</b>	