City Council Study Session
January 29, 2018 - 5:30 PM
City Hall Council Chambers
AGENDA

Watch the meeting video

Meeting videos are not available until 72 hours after the meeting has concluded.

I. CALL TO ORDER

A. Roll Call

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

A. Auburn Community and Prevention Coalition (30 Minutes)

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Regional Transportation System Initiative (RTSI) Briefing (20 Minutes) (Snyder)

IV. OTHER DISCUSSION ITEMS

V. NEW BUSINESS

VI. MATRIX

VII. ADJOURNMENT

Agendas and minutes are available to the public at the City Clerk's Office, on the City website (http://www.auburnwa.gov), and via e-mail. Complete agenda packets are available for review at the City Clerk's Office.

CITY OF AUBURN WASHINGTON

AGENDA BILL APPROVAL FORM

Agenda Subject:
Regional Transportation System Initiative (RTSI) Briefing (20 Minutes) (Snyder)

Date:
January 23, 2018

Department:
Community Development & Public Works

Attachments:
Exhibit A

Budget Impact:
Current Budget: $0
Proposed Revision: $0
Revised Budget: $0

Administrative Recommendation:

City Council to discuss and provide input on Regional Transportation System Initiative (RTSI)

Background Summary:

Mayor Backus is scheduled to attend a meeting of the Regional Transportation System Initiative (RTSI) on Friday, February 2, 2018 and will represent the City of Auburn at this meeting. Mayor Backus has asked staff in advance of this meeting to brief City Council to obtain its input to assist in representing the City's interest at the February 2nd meeting. Please note that the February 2nd meeting date was recently confirmed after consideration of several other dates.

According to the project website, "The Regional Transportation System Initiative" (RTSI) is jointly convened by King County and the Sound Cities Association to define the regional transportation network and its unmet needs, and to identify ways to improve network performance on the roads, streets and routes that connect communities." The RTSI project began in March 2017. Two advisory bodies were created for the project: a) a Technical Committee composed of individuals from the incorporated cities of King County, Sound Cities Association, Puget Sound Regional Council, Washington State Department of Transportation, regional transit agencies and King County; and b) an Elected Officials Committee composed of elected officials from King County and cities within King County. The Technical Committee has met 7 times with the most recent meeting occurring on November 3, 2017. Ingrid Gaub and Kevin Snyder have participated in the Technical Committee meetings. The Elected Officials Committee met once in 2017 on June 3, 2017.

To assist Council in providing input, City staff will provide an overview of the RTSI project at the Council's January 29th study session. Brian Parry, Senior Policy Analyst, Sound Cities Association (the Sound Cities Association staff representative for the RTSI project) will attend the meeting to assist Council and staff in the discussion.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Exhibit A

DRAFT v 1-17-18

Regional Transportation System Initiative
Elected Officials Committee Meeting
Friday, February 2, 2018; 10:00 a.m. – 12:00 p.m.
Mercer Island Community and Event Center – Mercer Room

Meeting purpose: Review RTSI work; share RTSI network needs/costs estimates, revenue gap and revenue options; and discuss ideas, solutions, and potential next steps with elected officials.

AGENDA – DRAFT 1/17/18

10:00 a.m. (10 min) Introductions and Agenda Review (Facilitator)

10:10 a.m. (10 min) Presentation on RTSI Work (Facilitator)

10:20 a.m. (20 min) – Presentation on RTSI Network Needs/Costs Estimates, Revenue Gap and Revenue Options (PSRC – Ben Bakkenta)

10:40 a.m. (45 min) – Lightning Round with Ideas and Interests from Each Jurisdiction (Facilitator)

- Each jurisdiction has 1 minute to address the following questions:
  - What other steps do you believe are necessary at this point?
  - What thoughts and ideas do you have about potential revenue sources?

11:25 a.m. (30 min) – Group Discussion on Potential Solutions (Facilitator)

11:55 a.m. (5 min) – Next Steps

12:00 p.m. Adjourn meeting

King County

Regional Transportation System Initiative 2017-2018
Solving Regional Transportation Issues

SCA
SOUND CITIES ASSOCIATION
38 Cities. A Million People. One Voice.

Background

The regional network of major and minor arterials and other connecting roads in King County is at a critical juncture with aging infrastructure, declining revenues and an expanding economy. This network supports millions of trips each day from people traveling to work, school, and recreational activities. Regional roads are relied on by businesses and farmers to deliver goods and services, first responders to deliver life-saving aid, and utilities to deliver critical infrastructure. Regional roads are essential for communities to function. However, with historic levels of growth – more than 83,000 people moved to this region last year – congestion on our regional roads is increasingly a serious problem.

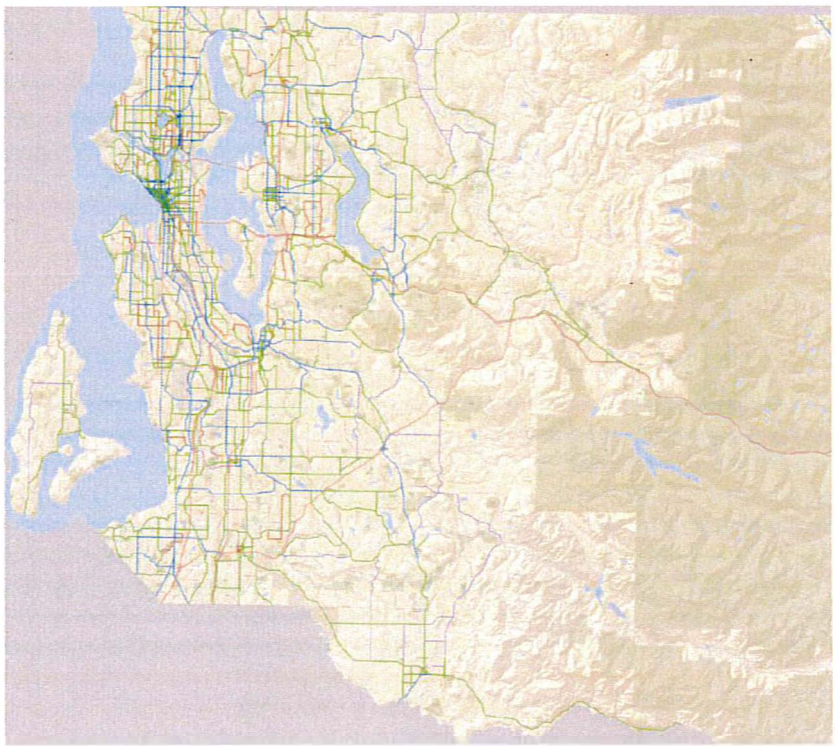
Cost is a major challenge in addressing needs of the regional road network. Importantly, the system for funding regional roads has not been visited in nearly 30 years, and it no longer works. Washington State laws and regulations control county and city revenue approaches for funding transportation needs, and local agencies do not currently have the authority to raise sufficient resources to support the regional road network. New ideas are needed for sustainably maintaining and preserving the critical regional network of bridges and roads.

What is the Regional Transportation System Initiative (RTSI)?

RTSI was convened in 2017 for jurisdictions to share challenges and partnering opportunities to solve problems on the regional road network. King County, Sound Cities Association, and Puget Sound Regional Council invited all agencies with roads in the county to discuss declining funding and the long-term regional road network needs.

A Technical Committee of public works directors, engineers, transportation planners and city managers met throughout 2017 to identify key roads that connect communities, quantify the revenue shortfall for maintaining these roads and to accommodate increased traffic, and identify potential revenue sources. ***Figure 1*** shows roads identified by the RTSI Technical Committee as part of the RTSI regional road network.

Figure 1: *RTSI Regional Road Network**



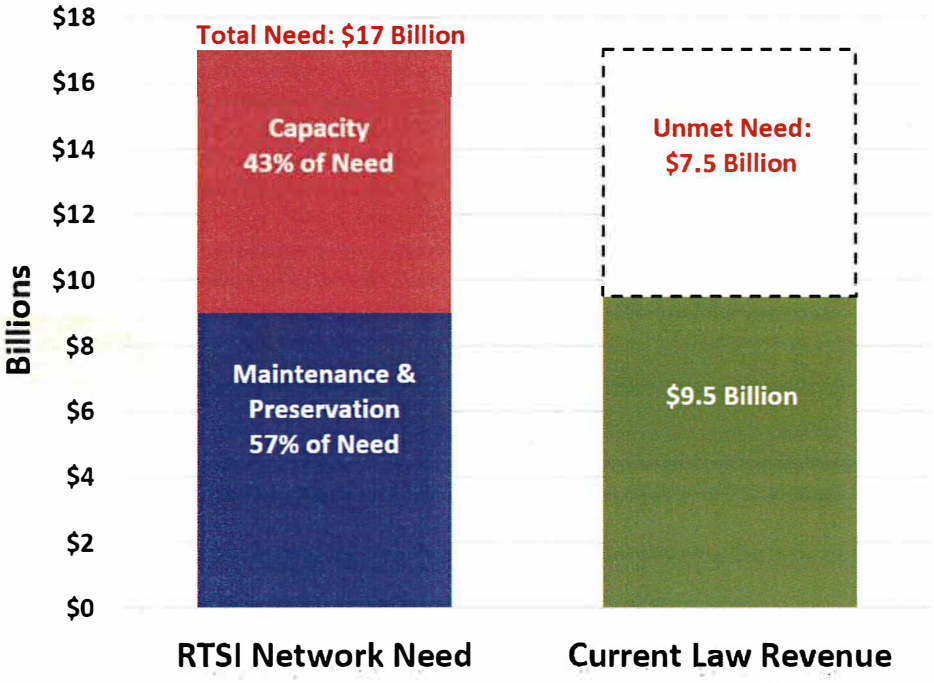
**A larger RTSI regional road network map can be downloaded from the "Meeting Resources" page of the RTSI website: www.regionaltransportationsystem.org*

The RTSI Technical Committee's efforts supported decisions of an RTSI policy committee composed of elected officials from all RTSI jurisdictions. Elected representatives from all 39 cities in King County, WSDOT and the County are considering Technical Committee findings and determining next steps.

What did local experts find through the RTSI?

- An estimated $17 billion in maintenance, preservation, and capacity needs, through 2040, for city and county-maintained roads.[i]
- Approximately 57% of city and county regional road needs are projected to be met by current law revenues.
- An estimated $7-8 billion in unmet revenue needs for city and county maintained roads, based on current revenue sources.

Figure 2: *RTSI Network Estimated Need and Unmet Need Based on Current Law Revenue through 2040*



How could the RTSI road network be funded?

Implementation of various taxes and fees could be used to fund the unmet need. These options were originally identified in the draft Regional Transportation Plan's financial strategy and presented to the RTSI Technical Committee in November 2017. Some may require changes or approval by the State Legislature.

- Increasing the local option fuel tax
- Indexing the fuel tax to inflation
- Implementing a carbon tax on motor fuels
- Increasing the sales tax on motor fuels
- Raising parking fees/taxes
- Increasing vehicle license fees
- Raising transportation impact fees
- Lifting the county road levy
- Increasing the street maintenance utility/transportation utility fee
- Putting a road usage charge in place

Next steps for the RTSI in 2018?

The RTSI Elected Officials Committee will meet again in early 2018 to chart a path for sharing this information with the State Legislature, and others, and for continuing discussions about potential funding solutions.

Questions about RTSI?

Please contact Susan West at susan.west@kingcounty.gov or 206-477-8361. Additional information and all past meeting resources are found on the RTSI website: www.regionaltransportationsystem.org.

[i] *Capacity needs were calculated from the Regional Transportation Plan Regional Capacity Project List and from the PSRC Local Projects Database (based on local comprehensive plans). Maintenance and preservation costs were for pavement, structures, ITS, stormwater, street lighting, roadside development, and other miscellaneous categories.*

Transportation Funding Glossary

Revenue Source	Variants or Innovations	Potential Revenue	Brief Overview
Currently Used Puget Sound Region			
Excise Fuel Tax	• Tax Rate Per Gallon • Could be Indexed to: o Cost of Inflation o Fleet Fuel Efficiency	$0.01 state fuel tax generates $17 million per year in Puget Sound region. (1)	The state fuel tax is set at a fixed rate per gallon of fuel (gasoline and diesel) and collected at the wholesale level (termed the "rack"). Consumers pay as part of the price shown at the pump. The current state fuel tax is 49.4 cents per gallon and generates about $1.6 billion a year (about $32 million per penny) with funds limited to use on highways by Washington State Constitution. Part of the state fuel tax is allocated to cities and counties (about 11 cents of the state fuel tax) and is limited to use on highways. The Federal fuel tax is 18.4 cents for gasoline and 24.4 cents for diesel and helps support Federal funding allocations to WSDOT (about $1 billion per year) and public transit entities in the Puget Sound region (about $264 million in 2013).
Motor Vehicle Title and Registration Fees	• License/title fees • Weight and commercial fees • Rental Car Fees	$1 increase in vehicle license fee generates $2.5 million per year statewide. (1)	The state motor vehicle fees primarily include title fees paid when a vehicle is transferred from one owner to another, vehicle registration fees paid annually and fees paid at the time of vehicle rental. The fees vary by vehicle type such as autos or large trucks. These state fees generate about $622 million per year.
Motor Vehicle Excise Tax	• Tax on depreciated value of the vehicle	0.1% generates $25 million per year in Sound Transit region. (2)	Motor Vehicle Excise Taxes (MVET) are a percentage applied to the depreciated value of the vehicle. This same concept could be applied to a select part of the vehicle such as the engine type or size to foster key goals such as the use of more fuel efficient vehicles.
Sales Tax	• Tax on sales of retail goods • Primarily local sales tax for transportation	1% generates about $760 million in Puget Sound region. (3)	There is a state sales tax and local/regional sales tax on retail goods and services as defined in state law with only a very small portion of the statewide sales tax (0.3% on the sale of motor vehicles or about $42 million per year) dedicated to transportation. Various Local and regional sales tax have been dedicated primarily for public transit projects such as Metro and Sound Transit that collectively generated about $1.3 billion in the Puget Sound region in 2013.
Tolled Express Lanes	• Single corridors • Convert HOV system • System-wide approach?	New revenue would be project specific.	Tolled express lanes are special use lanes on expressways that allow free use for buses, vanpools, and high occupancy vehicles and all others pay a toll based on the level of congestion in the corridor. The tolled express lanes operate adjacent to non-tolled "general lanes". Those in operation on SR-167 are estimated to generate about $7 million per year in toll revenues. Express lanes are primarily designed to "provide choices and support a

Transportation Funding Glossary

Revenue Source	Variants or Innovations	Potential Revenue	Brief Overview
			minimum level/ vehicle speed for the toll rate paid" as an alternative to congested corridors and not necessarily to generate excess revenues above the cost of the express lanes.
Tolled New Capacity/Bridges	• Pre-construction tolls • Congestion-based pricing • Tolling for rehabilitation and replacement	Assumed to fully or partially fund project being tolled.	The State of Washington has used tolls to help finance the Tacoma Narrows Bridge and SR-520 Bridge System. Tolls on these bridges generate about $125 million a year. Other growth states have created toll systems such as Florida and Texas where tolls form a major source of transportation revenue. Tolls may be charged at fixed rates such as per mile or per bridge crossing or these can vary during the day based on the peak periods. Currently toll facilities must be authorized by the General Assembly, toll rates set by the Washington State Transportation Commission, and the facility implemented and operated by WSDOT.
General Property Taxes	• Rates set by local governments • Must choose to use part on transportation among many program choices	TBD	Property taxes are a tax on real property owned as homes and businesses. The tax is set as a percentage (or "millage") of the property value to be paid annually to the collecting agency. The millage is set by local governments such as counties, cities, schools and other groups authorized to assess property tax. The collecting agency distributes the tax collections to the assessing local government for uses authorized in law for that local government. Any uses for transportation generally occur through the annual budget process for the respective local government, normally being the county or city.
Project Specific Property Fees	• Limited use in region • With law changes could expand use • Not a major funding source • Can be effective on urban projects	New revenue would be project specific.	While not widely used for transportation projects in the Puget Sound region, local governments in the U.S. enact a number of different fees on property that benefits from a key infrastructure project, which may include roads, public transit, water/sewer systems, schools, and related items. These fees may include a special assessments against the property, impact fees when permits are authorized for development, and/or the dedicated of future tax increments generated by the project and associated development. In large urban areas these tools may be enacted and implemented by a community redevelopment authority created by the local government through state authorization to focus on key areas of the city for development or redevelopment. These tools can be effective for specific projects such as adding a new transit station, extension or redevelopment of roads, new or improved interchanges or intersections, "livability" improvements such as sidewalks, bike lanes, trails, landscaping, traffic calming, signal system improvements and related items. These fees are not useful for major transportation program funding needs.

Transportation Funding Glossary

Revenue Source	Variants or Innovations	Potential Revenue	Brief Overview
Used in Other States/Local Areas			
Street Maintenance Utility/Transportation Utility Fee	• Calculated utility fee based on road network usage.	TBD	Street Maintenance Utility (SMU) legislation is based upon the legal theory that users of the street system should pay according to the burden they place on the street system. Agencies forming SMU's would be required to set utility rates equitably based on the number and impacts of trips generated by various land use types. It is in the interest of all cities that choose to establish a SMU that rates be based upon the actual financial needs to achieve a community's desired level of service for the street system.
Sales Tax on Motor Fuels	• A percentage rate applied to price of motor fuels	At $3.00 per gallon a 1% sales tax generates about $102 million statewide. (3)	In recent years as the price of motor fuels have increased, a small group of states have implemented a sales tax on motor fuels that operates in the same manner as a general sales tax where the tax rate is a percentage of the price of motor fuels charged at the pump (retail level). In most cases the sales tax on motor fuels replaced an existing state excise tax on motor fuels.
Expressway Congestion Tolls	• Flat toll for peak trip • Variable price per segment and time of day	$.01 per mile generates an estimated $140-$160 million per year in Puget Sound region. (4)	In recent years there has been discussion of tolling the "Interstate" or "Expressway" system as an alternative to traditional funding sources such as the fuel tax. Studies have been or are being conducted in states such as Connecticut, North Carolina, and Virginia to consider tolling part or all of the Interstate or Expressway system in those states. To date no state has instituted a major system of tolling the existing Interstate or Expressway system. Tolls could be set as fixed rates or could vary based on the level of congestion.

Road Usage Charges	• Pre-pay or post-pay
	• Options range from:
	  • Based on odometer
	  • Based on GPS, on public roads only
		$0.01 per mile generates an estimated $275-$350 million per year in Puget Sound region. (4)	Due to concerns the fuel tax is not sustainable a number of studies have been conducted on a new concept termed "Pricing or Road Usage Charges" for use of the transportation system. Concepts include a "per mile charge" that could be assessed and collected using a range of methods from very low-tech methods such as periodic reading of motor vehicle odometers to high tech GPS-based systems with pricing set to exact roadway and time of use. The discussion for this source normally includes a roll-back of the fuel tax and possibly other revenue sources so there is not the concern of "double taxation" for user fees. Oregon has the most developed research on Road Usage Charges including multiple pilot programs. The Washington State Transportation Commission has been studying Road Use Charges since 2012, at the direction of the state legislature. At this time the policy and approach to Road Usage Charges in Washington is in the study and pilot project development stage.

Transportation Funding Glossary

Revenue Source	Variants or Innovations	Potential Revenue	Brief Overview
General Carbon Tax	• Applies to many carbon emitters and industries • Use on transportation competes for available funds among many policy and program choices	TBD	Many other countries have implemented carbon "cap and trade systems" where major carbon emitters such as utilities, major industrial plants, and motor fuel wholesalers must meet the caps or purchase carbon credits from those that have credits available, many of which are owned by the government. The government credits being sold might be termed a "carbon tax". The government that collects the carbon tax for carbon credits must decide how to use the collected funds. As an example, the State of California has implemented a carbon cap and trade system in phases over several years. State elected leaders (Governor and legislative members) have established policies for fund uses which support carbon reduction goals. These include like high speed rail and local carbon reduction initiatives with limited funds for transportation. California added motor fuels in 2015 to the phase-in plan so it is unknown how much carbon tax revenue might be generated from the sale of state carbon credits related to motor fuels. Prior to the implementation of motor fuels in the carbon cap and trade system, California state carbon credits purchased totaled about $970 million between November 2012 and November 2014.
Carbon Tax on Motor Fuels	• Applies to carbon emission from motor fuels	Similar rate to state fuel tax of $0.01 generates about $17 million per year in Puget Sound region. (1)	The Province of British Columbia has implemented a "carbon tax" on motor fuels province-wide that is assessed as cents per liter and collected very similar to the fuel tax in the State of Washington. The amounts enacted are higher in urban areas such as Vancouver and Victoria. Funds are primarily allocated to highways and transit uses. The carbon tax rate on motor fuels in British Columbia is equivalent to a tax rate in excess of 50 cents per gallon.
Employee Tax	• Flat rate per employee per month or year • Rates based on hours of employee work	A region-wide tax rate of $1.00 (2021-2030) and 2.00 (2031-2040) per employee per month would generate about $460 million between 2010-2040. (1)	Employee taxes can be applied in a variety of ways, such as charging businesses defined amounts per employee per year, or by setting rates based on hours of employee work. Typical tax rates range from $15-$25 per employee per year. Employers often are taxed at reduced rates for part-time workers

Transportation Funding Glossary

Revenue Source	Variants or Innovations	Potential Revenue	Brief Overview
Parking Charges/Taxes	• Metered curbside parking charges • Flat or percentage taxes on commercial parking providers	A region-wide parking surcharge of between 2.5% (2021-2030) and 5.0% (2031-2040) on commercial parking spaces in regional centers would generate about $1.45 billion between 2010-2040. (1)	Parking charges, taxes, and fees can take a variety of forms, and are used both to raise revenue and to achieve policy objectives, such as managing parking supply and reducing congestion in specific areas. Commercial parking taxes are a special tax on parking rental transactions. Per-space parking levies are a special property tax applied to parking facilities. Pricing of public-owned parking can be used as a way to manage parking demand, manage vehicle traffic, and generate revenue. Revenue potential can vary widely based on the types of parking charges or taxes used.

Notes for Revenue Estimates

(1) Developed from the revenue estimates supporting the Puget Sound Regional Council 2040 Transportation Plan.
(2) Developed from actual revenues reported on the Sound Transit internet portal.
(3) Estimates developed by Clary Consulting in 2015 from available data sources including State of Washington Department of Transportation, Puget Sound Regional Council, King County, Sound Transit, State of Washington Department of Revenue and other relevant sources.
(4) Estimates developed by CDM Smith in 2015 from data sources including State of Washington Department of Transportation, Puget Sound Regional Council, and other relevant sources.

Regional Transportation System Initiative

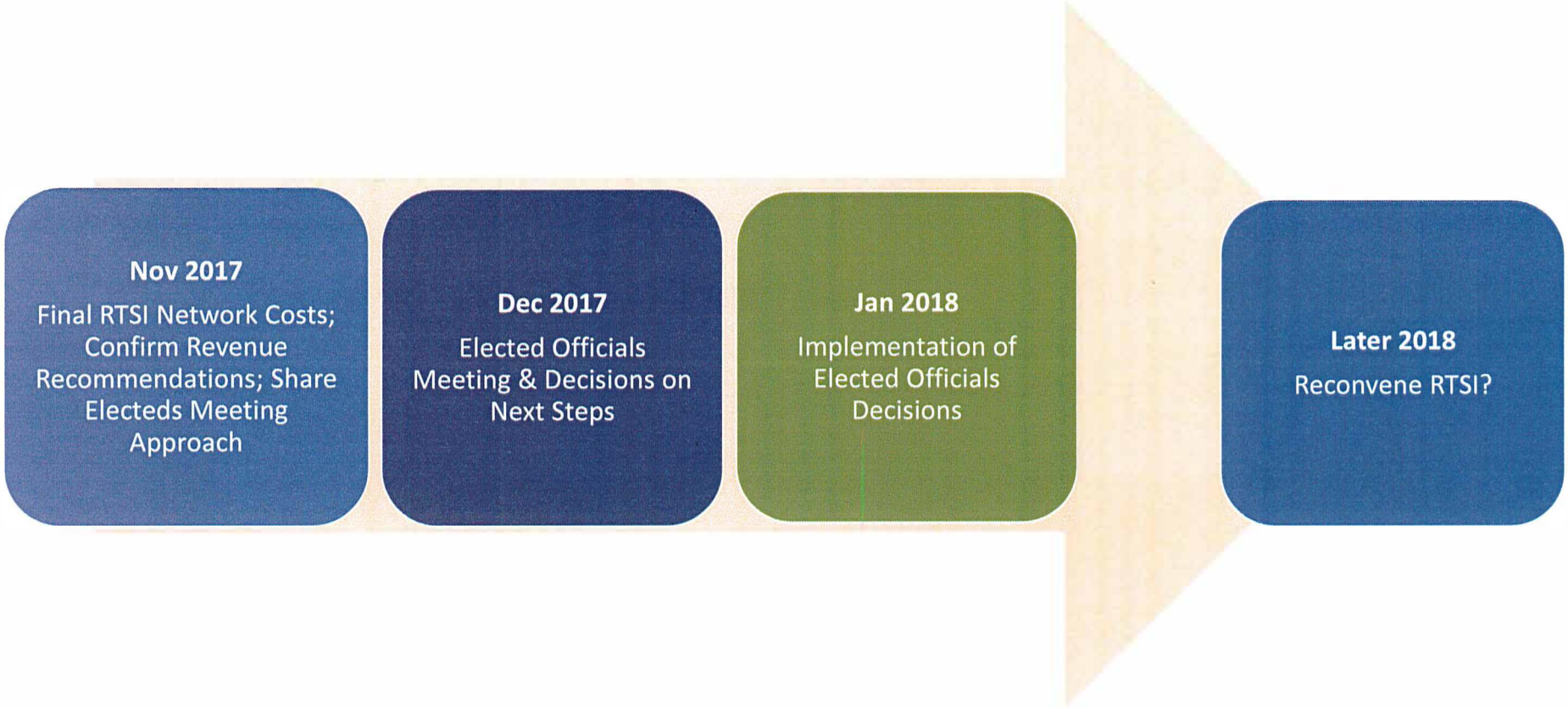
November 3, 2017

Agenda

- **10:00 am:** Welcome and Introductions
- **10:10 am:** RTSI Schedule
- **10:15 am:** RTSI Final Needs and Cost Estimates Presentation
- **10:40 am:** Revenue Recommendations
- **11:30 am:** Information for Elected Officials
- **11:55 am:** Next Steps
- **12:00 pm:** Adjourn

Meeting Summary

RTSI Long-Term Timeline



RTSI Needs and Cost Estimates

Maintenance & Preservation

Expenditure Estimates

- **Pavement**
- **Structures**
- **Other:** ITS, stormwater, street lighting, roadside development, nonmotorized and other miscellaneous maintenance and preservation categories

Projected Costs

Pavement	$3.0 Billion
Structures	$1.3 Billion
Other	$4.8 Billion
TOTAL	**$9.1 Billion**

**In 2018 Constant Dollars*

RTSI Capacity Costs through 2040

Two sources

- Transportation 2040 Regional Capacity Project List
- Local Projects Database (Based on Local Comp Plans)

Projected Costs

T2040 Project List	$4.2 Billion
Local Projects Database	$6.4 Billion
TOTAL	**$10.6 Billion**

**In 2018 Constant Dollars*

Regional Capacity Project List

Background

- Projects adding capacity to the regional system
- Thresholds set for each mode
- If above threshold, must be identified on the T2040 project list

Methodology

1) Used GIS to identify and flag projects that intersect with the RTSI Network
2) Summed total cost for flagged projects (Sound Transit and Limited Access Highway projects excluded)

Regional Capacity Project List Cost: $4.2 Billion

Local Projects Database

Background

- Reviewed and logged information for 82 Local Comprehensive Plans
- Summarized total Local System Expansion costs for input into the T2040 Financial Strategy

Methodology

1) Summed total cost of local projects in King County
2) Used GIS to determine % of classified network in King County that is on the RTSI network (43%)

Local Projects Database Cost: $6.4 Billion

Projected Cost Summary

Capacity Costs	
T2040 Project List	$4.2 Billion
Local Projects Database	$6.4 Billion
Sub-Total	$10.6 Billion
M&P Costs	
Pavement	$3.0 Billion
Structures	$1.3 Billion
Other	$4.8 Billion
Sub-Total	$9.1 Billion
GRAND TOTAL	**$19.7 Billion**

**In 2018 Constant Dollars*

Revenue Sources

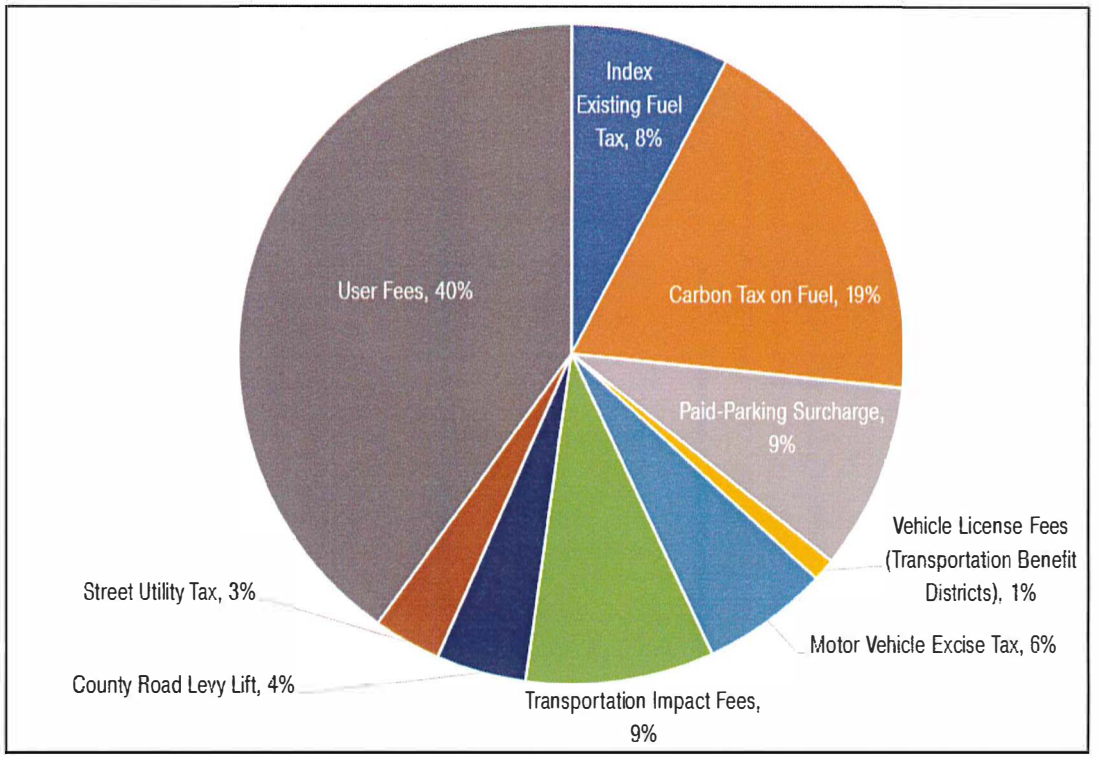
Discussion

- Do jurisdictions have specific ideas and/or approaches that you would like to be considered and discussed?
- Are there other potential new revenue sources that should be considered?
- Are there any revenue sources you think are not feasible?

New Revenue Assumptions: City Streets & County Roads

City & County New Revenue Sources	Assumed Rate	Total Revenue Potential**	
Index Existing Fuel Tax	Indexed to Inflation	$	2,100
Carbon Tax on Fuel	$20/Ton Indexed to Inflation	$	5,200
Paid-Parking Surcharge	5%	$	2,500
Vehicle License Fees (Transportation Benefit Districts)***	$40 Indexed to Inflation	$	300
Motor Vehicle Excise Tax***	2% ↑	$	1,700
Transportation Impact Fees	$2900/unit & $2.50/sq ft Indexed	$	2,500
County Road Levy Lift	Lift Lid (3%)	$	1,200
Street Utility Tax	$2 Indexed to Inflation	$	900
User Fees		$	11,000
TOTAL*		**$**	**27,300**

** May not sum due to rounding*
*** In millions of year 2018 dollars*
**** Assume long-term roll back of new increment*



Regional Level Estimates

Carbon Tax on Fuel

Strengths

- Tied to policy objectives (e.g. greenhouse gas reduction, nexus with system use, etc.)

Weaknesses

- Requires Legislative action & direction to program towards local needs
- High costs to administer/collect → new revenue source
- Potential revenue might be impacted by changes in vehicle fleet (ex. electrification of fleet)

Paid Parking Surcharge

Strengths

- Can be tied to policy objectives (e.g. greenhouse gas reduction, nexus with system use, system management, etc.)
- Low cost to administer/collect

Weaknesses

- Only available where market-based pricing is implemented
- Resistance to priced parking
- (Long-term) Uncertainty due to impacts of emerging technologies (ex. autonomous vehicles) on parking and associated revenue

Transportation Benefit Districts (TBD)

Strengths

- Cities and counties have existing authorization to form TBDs and fund transportation improvements usually through councilmanic vehicle license fees and/or voter approved sales tax
- Flexible revenue source → allows cities/counties to work independently or cooperatively

Weaknesses

- Can be difficult to implement and limited revenue potential

County Road Levy Lift

Strengths

- Allows revenues to grow more consistently with costs
- Low-cost of collection
- Frees resources to be allocated to other jurisdiction needs

Weaknesses

- Requires Legislative action to lift levy lid
- Potential voter opposition and property tax fatigue

Street Utility Charge

Strengths

- Revenue indirectly tied to system use
- Revenues typically used to address street maintenance and operations
- Can be tied to policy objectives (e.g. system management, greenhouse gas reductions, equity, etc.)

Weaknesses

- Legal issues related to constitutionality
- Not a true "utility" since based on estimates of trips → question of "fairness"
- High costs to collect/administer → might be easier to pursue user fees such as road usage charges

New Revenue Assumptions: City Streets & County Roads

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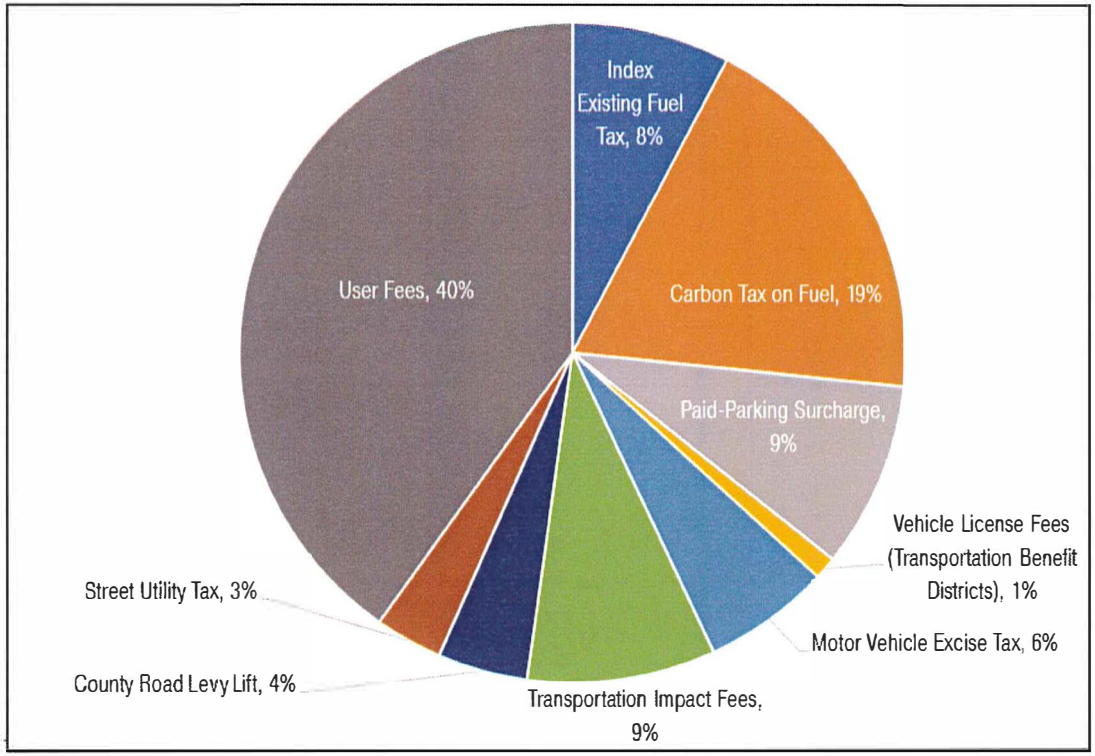

Regional Level Estimates

Elected Officials Meeting

- Friday, December 1 from 10 a.m. - Noon
- Mercer Island Community and Event Center
- Likely agenda topics:
  - Revenue and funding options to address needs and costs for the RTSI network
  - Elected officials discussion and decisions on next steps
  - Any additional work requests for the Technical Committee

Next Steps

Regional Transportation System Initiative
Technical Committee Meeting #7 Summary – DRAFT v 11/7/17

November 3, 2017, 10:00 a.m. – 12:00 p.m.
Puget Sound Regional Council – 1011 Western Ave #500, Seattle

Welcome and Introductions

Bob Wheeler (facilitator – Triangle Associates) called the meeting to order at 10:00 a.m. and Regional Transportation System Initiative (RTSI) meeting participants did a round of introductions. The facilitator reviewed the meeting agenda and then participants accepted the September 8 Technical Committee meeting summary.

RTSI Timeline

The facilitator reviewed the RTSI timeline moving forward. Elected officials from jurisdictions in King County would meet on December 1, 2017 to make decisions on next steps for addressing the needs and costs of the RTSI network. Elected officials' recommendations would start being implemented in January 2018 and the RTSI Technical Committee may be reconvened later in 2018.

RTSI Needs and Cost Estimates Presentation

Gary Simonson (PSRC) reviewed PSRC's estimate of needs and costs for the RTSI network. The estimates showed the dollar amount of maintenance, preservation and capacity improvements needed for the RTSI network, through 2040, in 2018 dollars. Estimated capacity costs are $10.6 billion, estimated maintenance and preservation costs are $9.1 billion, and total estimated costs for the RTSI network, through 2040, are $19.7 billion. Capacity cost estimates come from the Transportation 2040 (T-2040) Regional Capacity Project List and the Local Projects Database (based on local comprehensive plans). Maintenance and preservation costs include pavement, structures, and other features such as stormwater infrastructure and street lighting. Additional details about PSRC's cost estimate methodology are found in the slides presented at the meeting – found on the 'resources' page of the RTSI website at https://www.regionaltransportationsystem.org/.

Following PSRC's presentation, the Technical Committee developed and accepted the following motion:
The RTSI Technical Committee accepts the needs and costs estimate for the RTSI network presented at the 11/3/17 RTSI Technical Committee meeting. This data is accepted with the understanding that it is a rolled-up cost, for a rough order of magnitude, and not broken down by jurisdiction or by project. It is an estimate of around $20 billion. This data is intended for the RTSI elected officials meeting on December 1, 2017.

Questions and Comments about RTSI Network Needs and Cost Estimates:

- How much of the RTSI network capacity, maintenance and preservation costs are covered by current law revenue?
  - Region-wide for all PSRC counties, 70 percent of the need is covered by current law revenue and approximately this same percentage is assumed for King County.
- Do PSRC's current law revenue assumptions include revenue sources that have not been implemented?
  - PSRC's current law revenue assumptions exclude some revenue sources, such as certain impact fees, that are not yet implemented.
- Could PSRC show the total potential revenue from all currently authorized revenue sources?
  - PSRC will work to provide this data on potential revenue from all authorized sources.
- Where is the detailed data supporting PSRC's cost estimates presented at this meeting?
  - PSRC will make supporting data available on its website.
- What is the revenue gap profile of individual jurisdictions within King County? Is this data available?

- PSRC will check to see if jurisdiction-level revenue gap data is available, but this data is difficult to calculate for individual jurisdictions.

- How will the needs and cost estimates data be conveyed to elected officials and how will it be used?
  - The needs and cost estimates data will be presented to elected officials as the estimated costs associated with the RTSI network map elected officials accepted in June 2017. At this time, the needs and cost estimates accepted at this meeting will be presented to local elected officials for the December 1 meeting, and local elected officials can determine how to present this data to state legislators.

RTSI Revenue Options Presentation

Ben Bakkenta (PSRC) presented the regional-level (PSRC counties) individual and relative revenue-generating potential of several possible revenue sources that might be explored through the RTSI. Ben also presented the strengths and weaknesses of a few specific revenue sources, including:

- Carbon Tax on Fuel
- Paid Parking Surcharge
- Transportation Benefit Districts (TBDs)
- County Levy Lift
- Street Utility Charges

PSRC's revenue estimates came from the T-2040 Finance Working Group. Specific details about each revenue source presented by PSRC are found on the 'Resources Page' of the RTSI website at: https://www.regionaltransportationsystem.org/.

Questions and Comments about RTSI Revenue Options:

- Do some revenue options restrict certain types of projects from receiving tax revenue?
  - The T-2040 Finance Working Group did not specify restrictions on specific projects, but some of the revenue options reviewed by the Working Group were assumed for just local projects.
- At a recent City of Kirkland Public Works Parks and Human Services Committee meeting, several members felt the funding sources discussed through RTSI should be part of a broader policy discussion about taxes.
- Is it correct that PSRC presented a county-level needs/cost estimate but a regional level estimate, for all PSRC counties, of different revenue sources?
  - This is correct.
- Is it correct that the revenue options presented by PSRC are not currently included within PSRC's current law revenue estimates?
  - This is correct.
- Do the TBD revenue-generating potential estimates from PSRC only include potential TBDs that have not been implemented?
  - This is correct.
- The local option fuel tax and regional TBD should be considered through the RTSI. If bonded over 20 years a regional TBD could generate a lot of money.
  - A local option fuel tax or TBD could certainly be suggested to elected officials. Elected Officials could also consider revenue options beyond what the T-2040 Finance Working Group studied.
- When will T-2040 Finance Working Group data be released?
  - T-2040 Finance Working Group data will be released in Mid-December 2018 and adoption is expected in May 2018.
- Is a street utility charge a county tax on local utilities?
  - No, a street utility charge is where jurisdictions can estimate the number of trips generated by different land uses and use those estimates to assess fees for different land uses.

- What are user fees?
    - User fees can include several types of fees on road users, such as tolls.
- Can PSRC share with the Technical Committee which jurisdictions are currently using different revenue options, such as TBDs and impact fees, that were presented?
    - Yes, that data has been presented in the past and can be re-shared.
- When there is a funding gap, jurisdictions can either find more revenue or cut costs. Have jurisdictions looked at ways to cut costs as well? It seems like the RTSI is only taking a one-way approach focused on increasing revenue. Also, tolls and the cost of culverts for fish protection are a concern.
    - The 2015-2016 King County Bridges and Roads Task Force took a close look at several ways in which the King County Road Services Division has cut costs to address its revenue gap.
- When considering new revenue, jurisdictions need to be flexible to changing technologies, transportation modes, and regulations.
- Political considerations should be factored into the revenue options considered through the RTSI.
- Revenue estimates should be determined specifically for the RTSI network.
- On holidays, roadway capacity is not an issue. Perhaps elected officials should consider how to better stagger workers' hours to address capacity issues.

Revenue Options Straw Polling Discussion and Decision:
As a result of PSRC's revenue options presentation, Technical Committee participants discussed whether to conduct a straw poll at this meeting to better understand the preference among jurisdictions for different revenue options. While a few jurisdictions were unsure or did want to conduct the straw poll, most jurisdictions did not. Those against conducting the straw poll thought voicing a preference for new revenue was a political decision better left for elected officials. The Technical Committee ultimately decided not to conduct a revenue options straw poll at the November 3 meeting.

Planning on the December 1, 2017 Elected Officials Meeting

The facilitator reviewed proposed slides on what could be presented to elected officials at the December 1, 2017 elected officials meeting. The proposed slides addressed what the RTSI is and its purpose, what has been accomplished to-date through the RTSI, an RTSI timeline going forward, a summary of RTSI network cost estimates and revenue options from PSRC, and decisions needed from elected officials.

Through its discussion, the Technical Committee developed the following list of brainstormed topics and desired outcomes from the December 1 elected officials meeting:

- Clarify the purpose of the RTSI.
- Clearly identify what the RTSI Technical Committee has done to-date.
- Share pros and cons of different revenue sources and identify where there has been political opposition in the past to specific revenue sources.
- Educate elected officials with information about problems within the RTSI network.
- Review the RTSI timeline and be clear that it is a longer-term effort.
- Ensure there is time for elected officials to have conversations.
- Explain what revenue tools jurisdictions are currently using and pros/cons associated with those revenue tools.
- Ensure longer-term flexibility for revenue tools (accounting for new technology, regulations, other transportation modes, etc.)
- Show a broader list of revenue options than what was presented to the Technical Committee on 11/3/17.
- Show apples-apples needs and costs estimates and revenue estimates.

Additional Questions and Comments about the December 1 Elected Officials Meeting:

- Will the December 1 elected officials meeting result in an ask of the state legislature?
    - To-date the RTSI has focused on getting jurisdictions to talk about their common transportation problems as a first step. It is not expected that local elected officials will be ready to come up with an ask of the state legislature for the 2018 session.
    - Jurisdictions should not go to the state legislature without a clearer definition around what they are being asked to do.
- If local elected officials do not have buy-in from their respective city councils, then they may not be freed up to share what they feel at the December 1 elected officials meeting. January might be a better timeframe for the elected officials meeting.
- By January 2018 there may be significant turnover among elected officials.
- While it is difficult for PSRC to obtain current law revenue estimates for specific jurisdictions, through extrapolation PSRC could come up with a current law revenue estimate specific to King County.
- In revenue information provided to elected officials, the words "strengths" and "weaknesses" should be changed to "pros" and "cons".

ITS Resources

Jay Osborne (King County Road Services Division) reported out on a conversation he had with Azim Sheikh-Taheri from the Washington State Department of Transportation (WSDOT) about Intelligent Transportation Systems (ITS). WSDOT led a project called "Traffic Busters" a couple years ago that included new traffic control software and a new traffic control center that better communicated with King County's Traffic Control Center. While several individual cities have their own traffic control centers, they are not linked together, and some jurisdictions do not have any traffic control center, so there is room for ITS to improve regional traffic. WSDOT has offered to convene a meeting about ITS for interested jurisdictions. Additionally, WSDOT has engineers available to provide expertise to King County and other jurisdictions, as they currently are for the City of Issaquah regarding traffic reduction measures on Issaquah-Hobart Road.

As a follow up, Triangle will send the Technical Committee information from WSDOT about ITS resources for local jurisdictions.

Questions and Comments about ITS:

- If jurisdictions are pursuing ITS grant funding, the next round of grant proposals is due in February 2018, so it may be too late to obtain ITS funding this go-around.
- ITS is a great concept and the sooner cities get ITS done the better.

Next Steps

1. Triangle will email the Technical Committee the following:
    a. Briefing materials for the December 1 elected officials meeting, including a clearer framework on what elected officials will be asked to discuss and decide at the meeting.
    b. WSDOT information about ITS resources for local jurisdictions.
2. PSRC will address the following requests from the November 3 RTSI meeting:
    a. Provide data on potential revenue from all authorized sources.
    b. Provide, on the PSRC website, supporting data for all of PSRC's RTSI needs and costs estimates.
    c. Check if jurisdiction-level data is available on the revenue gap for maintenance, preservation and capacity improvements.
    d. Re-share which jurisdictions are currently using different revenue options.
3. Hold the elected officials meeting at the Mercer Island Community Center on December 1, 2017 from 10 a.m. – noon.

Attachment 1: November 3, 2017 RTSI Technical Committee Meeting Participants

Name	Position	Affiliation
Will Appleton	Public Works Director	City of SeaTac
Genesee Adkins	Chief of Staff	City of Seattle, Department of Transportation
Boyd Benson (phone)	City Engineer/Public Works Director	City of Duvall
Kathy Brown	Public Works Director	City of Kirkland
April Delchamps	Senior Transportation Planner	City of Kent
Ingrid Gaub	Assistant Public Works Director and City Engineer	City of Auburn
Scott Hanis (phone)	Capital Projects Manager	City of Black Diamond
Bob Harrison	City Administrator	City of Issaquah
Tracy Krawczyk	Policy and Planning Director	City of Seattle, Department of Transportation
Steve Leniszewski	Public Works Director	City of Sammamish
Erin Leonhart	Interim Deputy City Manager	City of Bothell
Robert Lindskov	City Engineer	City of Covington
Jeff Lincoln	Public Works Director	City of Enumclaw
Andrew Merges	Transportation and Engineering Services Manager	City of Des Moines
Alex Morcos (phone)	Mayor	City of Medina
Jim Morgan	Public Works Manager	City of Pacific
Beth Mountsier	Planner/Policy Analyst	City of Redmond
Heather Mundon (phone)	Councilmember	City of Snoqualmie
Rick Perez	City Traffic Engineer	City of Federal Way
Jamie Reavis	Senior Planner	City of Tukwila
Brian Roberts	Assistant Public Works Director	City of Burien
Jim Seitz	Transportation Director	City of Renton
Kevin Snyder	Community Development and Public Works Director	City of Auburn
Nytasha Sowers	Transportation Services Manager	City of Shoreline
Jude Willcher	Capital Programming	City of Seattle, Department of Transportation

Meeting Staff

Name	Position	Affiliation
Chris Arkills	Government Relations Officer	King County Road Services Division
Ben Bakkenta	Program Manager	Puget Sound Regional Council

Name	Position	Affiliation
Craig Helmann	Senior Program Manager	Puget Sound Regional Council
Evan Lewis	Associate	Triangle Associates
Jay Osborne	Deputy Director	King County Road Services Division
Susan Oxholm	Intergovernmental Relations	King County Road Services Division
Susan West	Strategic Communications Specialist	King County Road Services Division
Brian Parry	Senior Policy Analyst	Sound Cities Association
Gary Simonson	Associate Planner	Puget Sound Regional Council
Bob Wheeler	Senior Facilitator	Triangle Associates

Other Meeting Attendees

Name	Position	Affiliation
Lise Kaye	Analyst	King County Council
Kathy Lambert	Councilmember	King County Council
Doug Levy	Lobbyist	Outcomes by Levy, LLC
Graydon Newman	Transportation Planner	King County Department of Transportation

Regional Transportation System Initiative
Elected Officials Meeting
June 13, 2017
King St. Center 8th Floor Conference Room – 201 S Jackson St., Seattle

Purpose of the RTSI: To develop a cohesive regional approach to the transportation system challenges within King County

Objectives of the meeting

- Review the work done to date by the technical committee
- Develop a better understanding of regional transportation needs and priorities in your communities
- Provide feedback on proposed next steps for the technical committee and on developing a regional strategy for the network challenges.

Agenda

- Welcome and purpose for the RTSI *(Executive Constantine and Mayor Nancy Backus)*
- Introduction
  - One minute lightning round: What does the regional transportation system mean to you and what are your city's biggest concerns when it comes to the regional system?
- State of the regional system *(PSRC)*
  - Growth, travel patterns and issues affecting mobility
  - Transportation 2040 – how this fits in
  - Review work of Technical Committee to identify a King County regional network - ACTION: Confirm network map
- Propose next steps *(All)*
  - Discussion
  - One minute lightning round: Feedback on proposed next steps and identify if we are we missing anything you want to see as part of this process