

Regional Transportation System Initiative

November 3, 2017

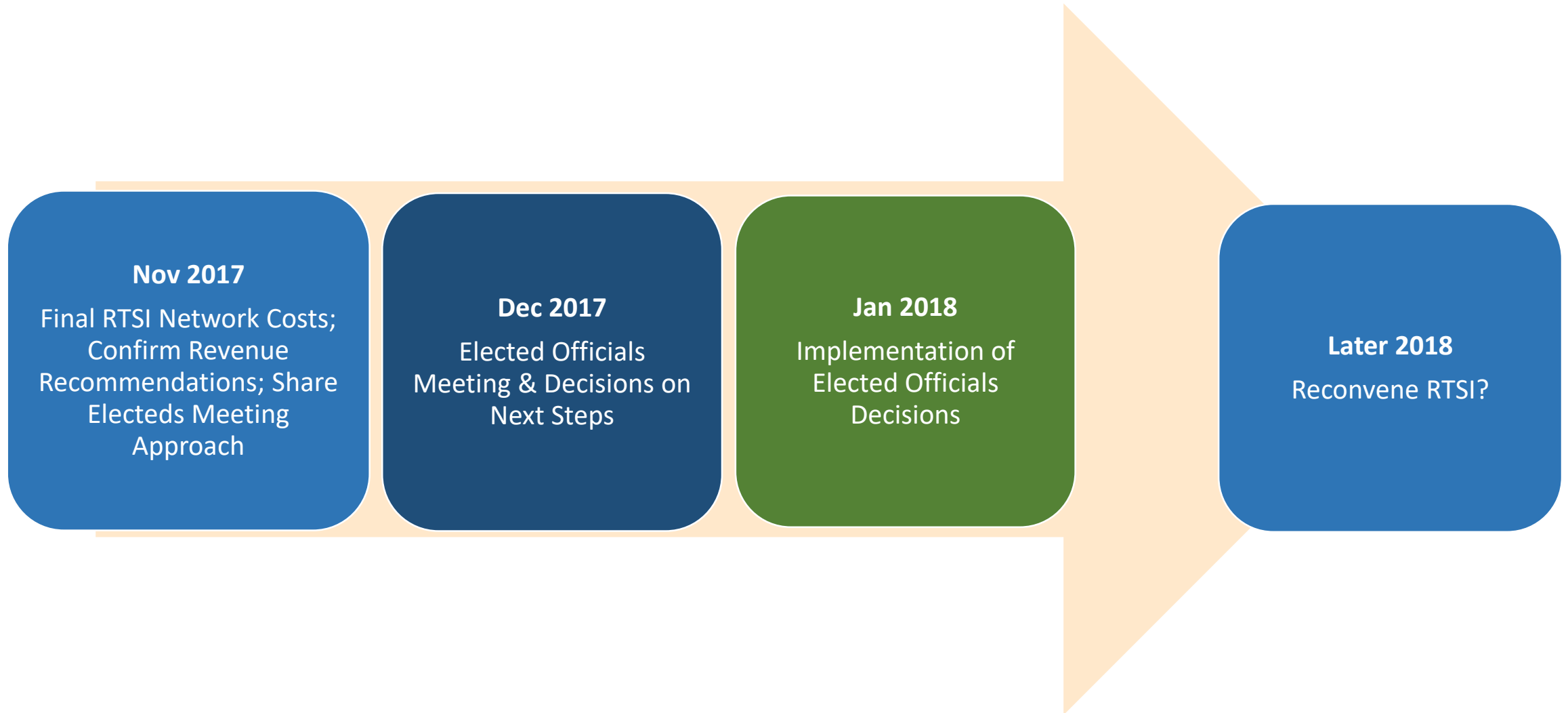
Agenda



- **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
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Sub-Total	\$9.1 Billion

GRAND TOTAL **\$19.7 Billion**

**In 2018 Constant Dollars*

Revenue Sources

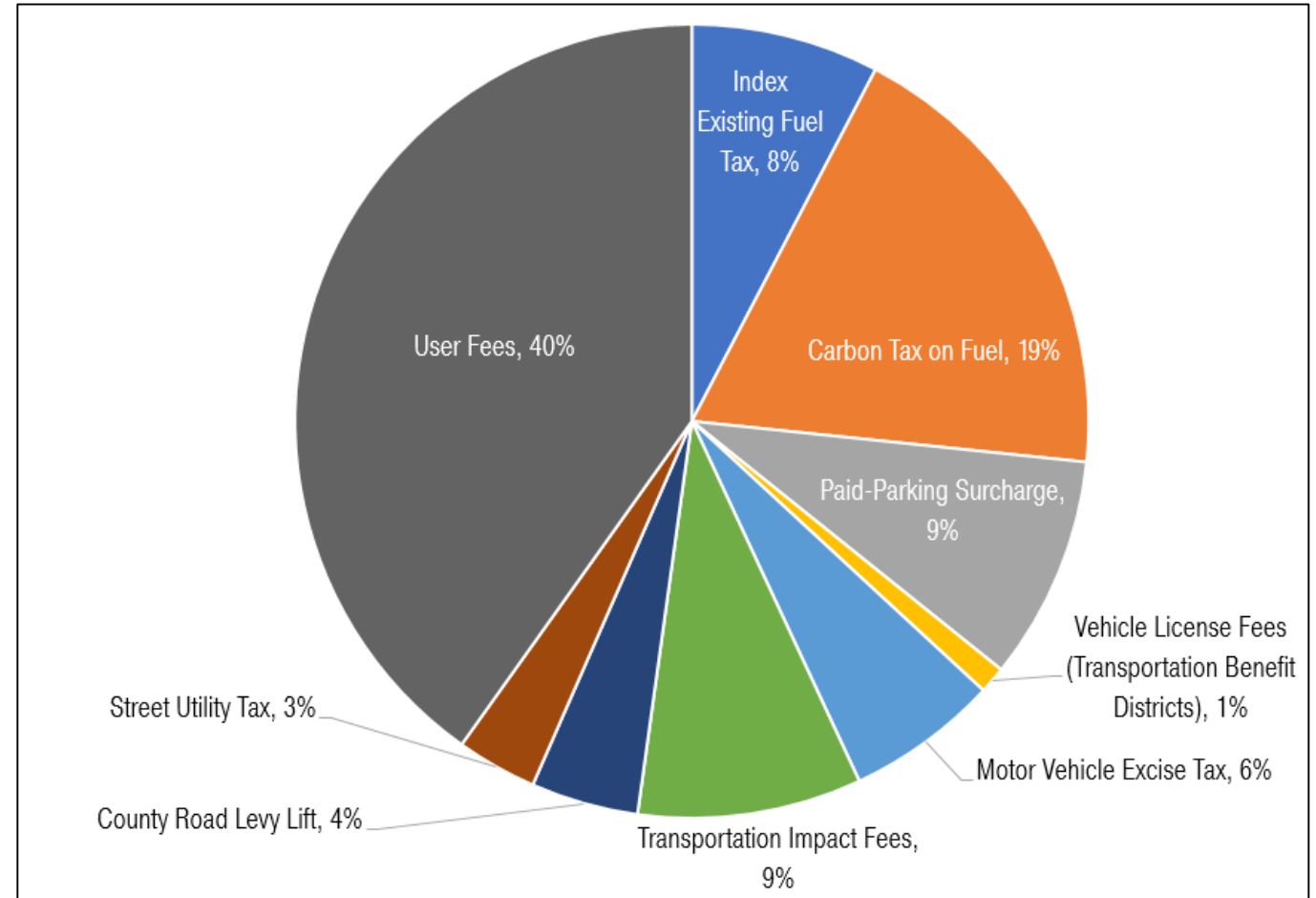
Discussion

- 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.)

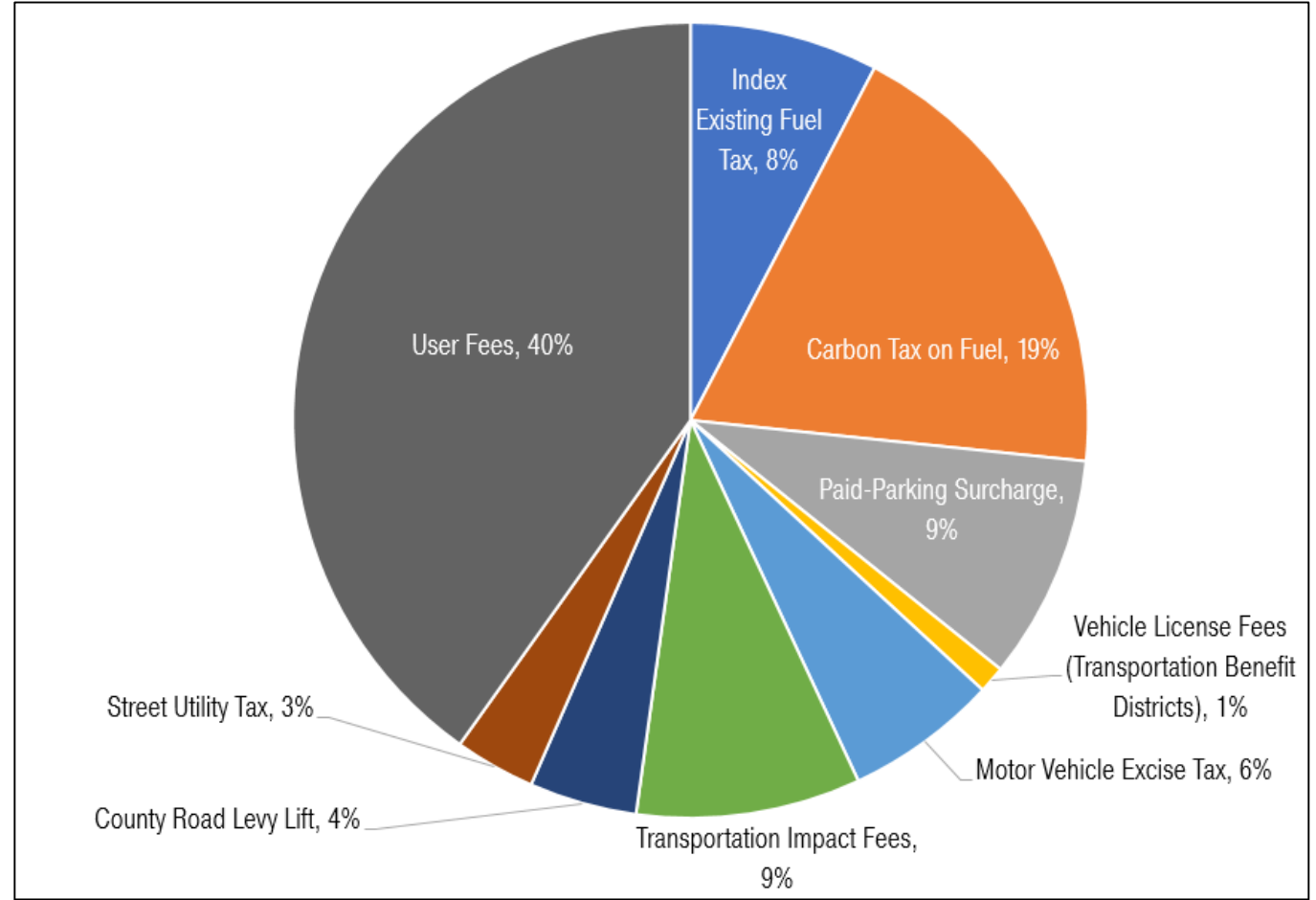
Weaknesses

- 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

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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