

TRANSPORTATION FUTURES

Task Force Summary Notes

Meeting #5: Wednesday June 24, 2015, 4:00 – 6:00 p.m.

PSRC 5th Floor Conference Room • 1011 Western Avenue • Seattle, WA

Members Present:

Dow Constantine, King County

Norm Dicks, Former U.S. Congressman

Leonard Forsman, The Suquamish Tribe

Hilary Franz, Futurewise (ph)

Slade Gorton, Former U.S. Senator

Kimberly Harris, Puget Sound Energy

Jean Hernandez, Edmonds Community College

Jeff Johnson, Washington State Labor Council

Troy McClelland, Economic Alliance Snohomish County

Clare Petrich, Port of Tacoma (ph)

Arthur Rubinfeld, Starbucks

Mike Sotelo, Consolidar LLC

Rich Stolz, OneAmerica

Matt Yerbic, Aviation Technical Services

Members Not Present:

Ed Murray, City of Seattle

Shefali Ranganathan, Transportation Choices

Marilyn Strickland, City of Tacoma

Technical Presenters:

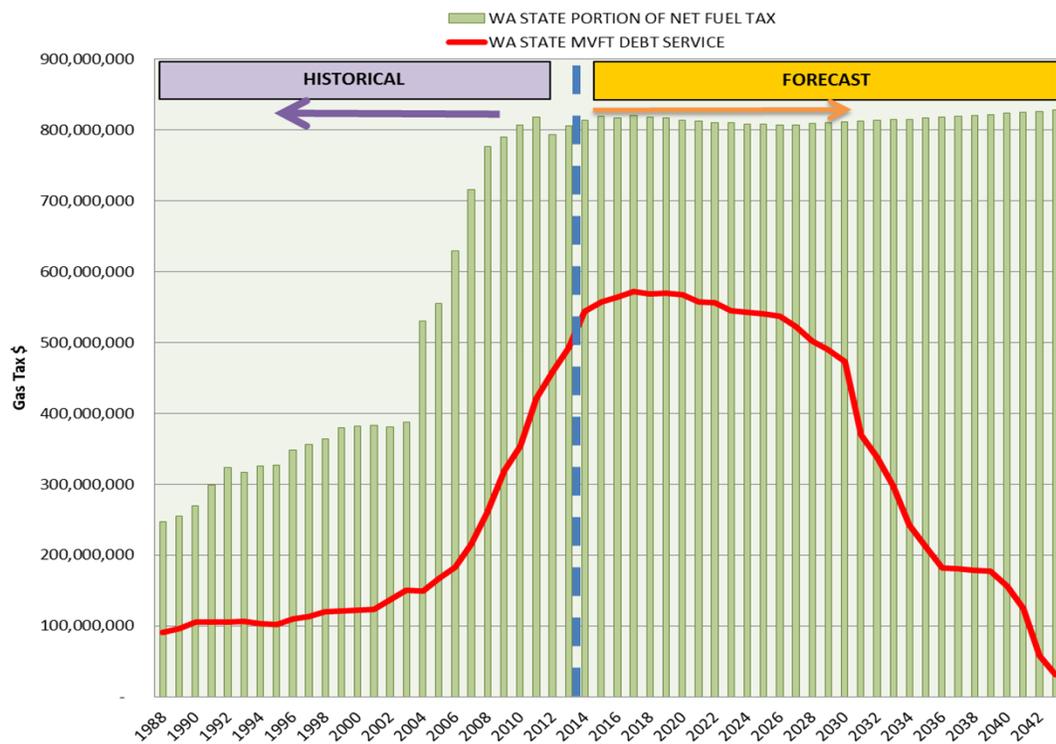
Lowell Clary, Clary Consulting

Charlie Howard, PSRC

The meeting was recorded. Click [here](#) to listen to a sound recording of the meeting.

- 1. Welcome and Meeting Overview.** Facilitator Brian Scott, BDS Planning & Urban Design, called the meeting to order at 4:09 p.m. and welcomed the Task Force. Topics and purpose for the meeting were reviewed.
- 2. Follow up: Current Funding Proposal.** Charlie Howard, Director of Planning at PSRC presented. Charlie updated the Task Force on the current state transportation funding package's availability of funds. Charlie used a graphic from the Washington State Department of Transportation to illustrate that approximately 70% of state revenues from gas taxes is pledged to debt service, which does not begin to drop off to free up revenue for other uses until after 2030. See graphic below. He also noted that the availability of new revenue post-2030 would be contingent upon the state not issuing new bonds for new capital projects. Even with the 2015 legislative revenue proposal, because of these constraints on existing revenues, the state has a significant shortfall in funds available for maintenance, preservation, and operation of existing facilities. Comments were recorded on a wall graphic (Appendix A: Figure 1) and included:

HOW MUCH OF WA STATES PORTION OF THE NET MOTOR VEHICLE FUEL TAX (MVFT) GOES TO DEBT PAYMENTS?



3. Draft Funding Principles. Brian Scott, BDS Planning & Urban Design, reviewed the five draft funding principles presented at the May meeting: 1. Sufficient; 2. Diverse, Stable, and Predictable; 3. Support the Region’s Vision; 4. Equity; and 5. Feasible. The Task Force discussed the principles and suggested some edits and clarifications. Comments were recorded on a wall graphic (Appendix A: Figure 1) and included:

- Support the Region’s Vision: add economic vitality and include freight in the sub text / bullets
- Feasibility: include federal funds
- Sufficient: streams of funding need to be sufficient to fund a system that is closer to being a world class system

4. Potential Funding Sources and Direction on Draft Scenarios. Lowell Clary, Clary Consulting, presented revenue options and guidance on scenarios with a matrix of funding sources in relationship to the principals and each source’s viability. On the matrix red = insufficient or difficult to accomplish; yellow = possible with some barriers; green = favorable. Brian Scott & Lowell Clary led the Task Force through a discussion about the magnitude and feasibility of the various funding sources. Comments were recorded on a wall graphic (Appendix A: Figure 1) and included:

- Road Usage Charges appears to be a viable option based on the principles
- Some sources are limited in their ability to fund transportation – i.e. income tax
- Some sources could be regressive – i.e. usage fees based on distance needed to afford housing and travel to work
- Short and long-term solutions to funding and congestion need to be considered
- Land use will be important to the congestion solution
- The recommendation from the Task Force should be of a magnitude that is worth spending time analyzing and supporting through the process to gain acceptance (public and political)
- Pricing is the way to optimize the system

5. **Round Table.** Task Force members discussed topics of interest. Recorded on a wall graphic (Appendix A: Figure 1) and included:
 - What's the number of riders and ethnic mix of transit riders from the King County Metro survey?
 - User fees [if considered]: reduction should be considered based on ability to avoid a crash that causes congestion
 - Future technology will be useful, but difficult to predict
 - How do tourists affect congestion?
 - A briefing of the T2040 plan vs. the Funding Principles should be done by the consultants
 - More people living in the city could mean less congestion, but it is hard to afford to live in city

6. **Public Comment.** Members of the public had an opportunity to submit comments to the Task Force, through the project website.
 - Don Padelford (written testimony attached)

7. **Adjourn.** There were no further announcements. The meeting concluded at 5:54 p.m.

Next Meeting. The next Task Force meeting is **July 29, 2015, 4:00 p.m. – 6:00 p.m. at PSRC.**
The topic will be: Continued Funding Source Evaluation

Questions: Please contact Ben Bakkenta, PSRC (206) 971-3286, BBakkenta@psrc.org
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TRANSPORTATION FUTURES

ATTACHMENT A: Graphic Recording Transcription of Meeting #5

TRANSPORTATION FUTURES TASK FORCE	Meeting #5: Funding Principles	June 24, 2015
TRANSPORTATION PACKAGE <i>comments</i>	Any new bond would raise debt service [red line on the graph]	
PRINCIPLES <i>comments</i>		
<p><u>Sustainability</u> Habitat, replacement, protection, water management</p> <p><u>Vision</u> Growth is not a strategy Add economic vitality – include freight Business growth + population growth</p> <p><u>Feasibility</u> Add federal Gas tax needs to be saved</p>	<p><u>Sufficient</u> Is sufficient enough Where are the vulnerable spots? Sufficient in transportation will be difficult Today funding is insufficient Sufficient is a common term “Sufficient to fund” – not aspirational Agencies & systems can be world class</p>	
POTENTIAL FUNDING SOURCES <i>comments</i>		
<p><u>Equity</u> Income tax [as an option?] Road user fee would impact those whose travel distance to work is longer <i>Road User Charge</i>: Gives driver a choice <i>Road User Charge</i>: Region v. State is different Options are needed: “Point A to Point B in X amount of time”</p>	<p><u>Feasible</u> A crisis can make something feasible What is the scale needed? Solution will determine world class – desired outcome needs to show magnitude of filling the gap How much of the problem can we solve? Congestion is the #1 problem – solution should solve revenue & congestion: Short-term: Revenue Long-term: land use, choices, prices/certainty</p>	
ROUND TABLE <i>comments</i>		
Provide number of surveys in King County survey from materials Technology prediction	Does tourism affect congestion/pricing? Better understanding of what we are paying for – run T2040 through the principles	

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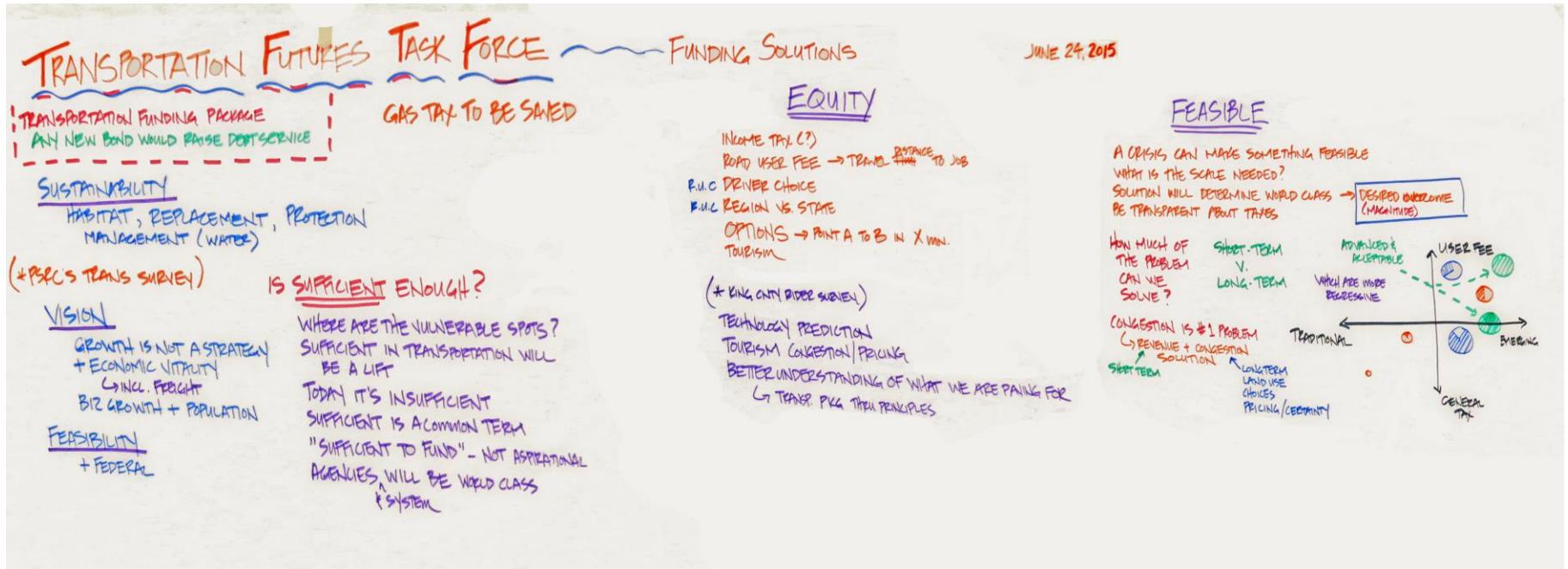


Figure 1: Wall graphic recorded during the meeting

Donald F Padelford*



Remarks to the PSRC Transportation Futures Task Force, 06-24-15

As I stated in materials distributed to you earlier, it seems to me that the central dilemma of this task force is that the region has “a gallon’s worth of need but only a cup’s worth of means.” In other words you need to come up with a way to raise a lot more money in order to fund all the region’s various mobility needs. Cribbing a line from the movie, Jaws, “You’re going to need a bigger cup.”

But are you?

There are two general approaches which I earlier called, by analogy, the Ptolemaic vs the Copernican.

The Ptolemaic approach is that of the bigger cup. Raise sales taxes, property taxes, gas taxes, car registration taxes, roads taxes. Get grants from the federal government. And so forth. Maybe with all those cups, you can raise enough money to bail out the boat. Maybe.

Let’s take transit mobility as an example. We are being asked to come up with \$15 billion dollars to fund the next increment of light rail. Additional increments are inevitable. Let’s say the total ask is in the \$30 billion dollar range. The Ptolemaic approach is to come up with a portfolio of taxes to meet this need. Two things: first, transit mobility is important, and second, this is a **lot** of money.

What I have called the Copernican approach reverses this. Instead of raising revenue to fund a project which, hopefully, will meet at least some of the need, we meet the need, transit mobility, simply by the act of raising the revenue. Under this approach we repurpose the freeway HOV lanes into Transit-Express lanes, which is to say HOT lanes where the bar in terms of who-travels-free is raised high enough that these lanes are never congested, even at the height of rush hours traffic (probably to “vanpools and better”). If we do this and add transit-only lanes to major arterials, then the regional transit mobility issue is largely solved. And we don’t need to spend tens of billions of dollars building out the light rail system (though, of course, if we want to, we can). Two things: first, transit mobility is important, and second, we have just saved the region something like \$30 billion dollars. It’s a start.

I am not saying that this would be an easy thing to achieve politically. But my understanding of this task force is that your charge is not so much to look to the easy political fix as it is to find ways to actually solve the various inter-related problems of regional mobility. This is one such way, which I commend to your examination.

Here I have talked about transit mobility. But the same general principles can be applied to towards freight and personal mobility. These were briefly discussed in the materials distributed to you earlier.

Any questions?

* pronounced “pa.DEL.ford”

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