

## MEETING ISSUE BRIEF

Wednesday, October 28, 2015 • 4:00 p.m. – 6:00 p.m.

King Street Center • 201 South Jackson Street, 8th Floor Conference Center • Seattle, WA

### Meeting Purpose and Objectives

Continue evaluation of potential funding sources. Discussion will include both short-term funding options and long-term solutions, with a focus on identifying the policy choices and action steps that will be necessary to successfully implement the region's transportation plan.

### Funding Scenarios and Revenue Sources – Follow Up

At the request of the Task Force, staff have modeled additional Peak/Off-Peak Pay Per Mile rates, and will return to discuss the analysis. At the September meeting, several short-term funding options were rated as “less promising” by Task Force members. The Task Force will continue discussion about potential short-term approaches to funding transportation needs.

### The Oregon Program

Responding to Task Force members' requests, Carley Francis of the Oregon Road Usage Charge (pay per mile) Program will provide a briefing about implementation and policy choices that have shaped the Oregon approach. Information about Oregon's program can be found on the Oregon project [website](#). The [Road Usage Charge Pilot Program 2013 final report](#) may be of particular interest.

### Discussion of Funding Options and Policy Choices

At the September 30 meeting, the Task Force reviewed five potential funding scenarios and discussed the feasibility of a variety of short- and long-term funding. The Task Force identified several short-term funding sources, such as Transportation Utility Districts and Impact fees, as less promising than other approaches. The Task Force also expressed a preference for Peak/Off-Peak Pay Per Mile and Highway System Tolling as potential long-term funding sources.

A primary objective of the Task Force's work is to identify how to fund local investment needs sooner than anticipated in the region's adopted Transportation 2040 plan. See attached photo and charts. At the October meeting, the Task Force will discuss what existing short term funding sources seem most feasible while still taking the other principles into account. The Task Force will also review additional information on Pay Per Mile funding impacts utilizing higher peak period rates to achieve more desirable outcomes.

### Governance

Finally, the Task Force will be asked to discuss potential governance and policy implications of different funding approaches, and provide direction to staff about developing final recommendations. Implementation and governance questions have been included in previous background materials. Please see [Revenue Sources Summary](#) and the policy considerations sections of the [Pay-Per-Mile](#) and [Transportation Utility Fee](#) background papers provided in support of the September 30 meeting.

### Remaining Meeting Schedule:

November 18, 2015

December 16, 2015



## Transportation 2040 Investments: Remaining Need

### T2040 Investments and Revenues by Select Program

2010 - 2040  
(millions of \$2008)

