

State Legislators,

Thank you for participating in the **Transportation Forum on Unincorporated Area Issues and Solutions** this past Tuesday evening in Issaquah.

An excellent cross-section of State Legislators, the Puget Sound Regional Council (PSRC), King County Council members, and King County Department of Transportation (KCDOT) officials attended. The result was a very productive discussion of King County unincorporated area transportation issues and potential solutions to improve our transportation system, an important engine of our economy.

Our Joint Transportation Initiative (JTI) team described four specific issues: *Usage/Funding Imbalance*, *Adequacy of Transportation Concurrency*, *Assessing Requirements Accurately*, and *Annexation Debt Transfer*. For each, several potential solution paths were discussed. To enable these solutions, possible State policy changes were suggested--not the appropriation of more funds.

A lively open discussion highlighted much agreement these issues present unique challenges and require equitable resolution. There was general agreement King County possesses an unsustainable funding model. Finally, there appeared to be support for many of the potential solutions offered. These included (in order of discussion, not priority):

- Review of Growth Management Act to ensure it works as intended.
- Look into fairer systems to generate road revenues, share costs, and facilitate actions.
- Look at incentives for Cities to better enable establishment of a County Arterial Network.
- Look at funding allocation distributions rather than mandates.
- Continue pursuit of road User Charges based on Vehicle Miles Traveled (*ala* OR and CA).
- Revisit Concurrency testing “exemption” afforded to Highways of Statewide Significance.
- Look at jurisdictional “seams” and their impacts on Concurrency testing to better assess traffic corridors.
- Consider assessing infrastructure requirements using “demographic forecasting,” not “growth targets.”
- Review annexation law on bonded debt to ensure more equitable outcomes.
- Look at Transportation Benefit District allowable funding splits (20%/80% vs. 40%/60%) to better address regional concerns.
- Foster “regional” coordination for consistency in planning, funding, and Concurrency testing methods.

It was agreed to continue an open dialogue to enable promising solutions to be vetted and to seek eventual implementation. We encourage those of you who could not attend to participate in such future mutual dialogue related to these transportation issues.

We would like to continue the discussion with your Legislative Aides/Staff, as you see fit. Please note the four Issue/Solutions Papers discussed (located in both your

handout and attached below for your convenience) each include both a list of WACs and RCWs for review and possible tweaking, as well as a list of References consulted during our research.

Thank you again and we look forward to our continuing dialogue.

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on behalf of:

Greater Maple Valley Unincorporated Area Council (GMVUAC) Chair Steve Hiester

Four Creeks Unincorporated Area Council (FCUAC) Chair Peter Eberle

Upper Bear Creek Unincorporated Area Council (UBCUAC) Chair Nancy Stafford

Green Valley/Lake Holms Association (GV/LHA) President Mike Morris