

RESOLUTION 31335

1
2 A RESOLUTION Opposing Washington State Initiative 1125 and urging Seattle voters to vote
3 "no" on Initiative 1125 on the November 8, 2011 general election ballot.

4 WHEREAS, Initiative 1125 (I-1125) would have a negative impact on the ability to fund critical
5 transportation needs; and

6 WHEREAS, regional traffic congestion costs Puget Sound Residents over \$2 billion annually
7 with significant impacts to individuals, the environment and the economy; and

8 WHEREAS, the plan to fund major state projects in Seattle such as the Alaskan Way Viaduct
9 and State Route 520 includes gas tax, tolling and federal funding, and

10 WHEREAS the State Legislature has authorized tolls to partially fund replacement of the
11 Alaskan Way Viaduct and SR 520 bridge and to provide a revenue stream for future
12 improvements on the SR 520 corridor in Seattle's Montlake and Roanoke Park
neighborhoods; and

13 WHEREAS, the citizens of Seattle and the Central Puget Sound region voted in strong support of
14 the extension of light rail to East King County serving Bellevue and the Overlake area of
Redmond; and

15 WHEREAS, I-1125 places restrictions on the use of tolling revenues, requires that all toll rates
16 be flat rates, and establishes requirements on tolling that could have detrimental
17 consequences on funding for future improvements and operations of our regional
transportation network; and

18 WHEREAS, the State of Washington and local agencies have received federal grant funding for
19 transit conditioned on implementing variable tolling on the SR-520 bridge as a strategy
20 for reducing traffic congestion, and the State Office of Financial Management has
forecasted that up to \$154 million in federal funding would be at jeopardy if variable
tolling is not implemented; and

21 WHEREAS, the I-1125 prohibition against using variable tolling or "congestion pricing" would
22 require one flat rate for tolled facilities which means all motorists traveling across the
23 SR-520 bridge would pay the same toll rate regardless of the time of day, and would
24 provide less money than planned from tolls and potentially delay reconstruction of the
25 bridge that is critical for people on both sides of Lake Washington traveling from work to
home, or home to work; and

26 WHEREAS, approval of I-1125 would eliminate the use of any toll revenue for transit mobility
27 improvements; and
28

1 WHEREAS, I-1125 prohibits the use of gas-tax or toll-funded lanes from being used for non-
2 highway purposes and could place the use of the center lanes of I-90 for light rail at
3 jeopardy; NOW THEREFORE,

4 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE
5 MAYOR CONCURRING:**

6 Section 1. The City Council declares its opposition to Initiative 1125, and the City
7 Council urges Seattle voters to oppose Initiative 1125 in the November 8, 2011 General Election.

8 Adopted by the City Council the _____ day of _____, 2011, and signed by me
9 in open session in authentication of its adoption this _____ day of _____, 2011.

10 _____
11 President _____ of the City Council

12 THE MAYOR CONCURRING:

13 _____
14 _____
15 _____
16 _____
17 Mayor

18 _____
19 Filed by me this _____ day of _____, 2011.

20 _____
21 _____
22 City Clerk

23 (Seal)
24
25
26
27
28

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Bill LaBorde/ 4-8593	N/A

Legislation Title: A RESOLUTION Opposing Washington State Initiative 1125 and urging Seattle voters to vote “no” on Initiative 1125 on the November 8, 2011 general election ballot.

Summary of the Legislation:

This legislation states the City Council and Mayor’s opposition to Initiative 1125 (I-1125). I-1125 would require that toll amounts be set by the state legislature rather than by the Transportation Commission. The State Treasurer has warned that this provision may make it impossible to sell toll-backed bonds to finance projects. It would require that tolls be “uniform and consistent” and would not allow variable pricing of tolls. Variable tolling is viewed by the legislature, Puget Sound Regional Council, Washington State Department of Transportation and Washington State Transportation Commission as an effective tool for managing congestion on existing and future highway capacity.

While the measure would leave in place the authority to collect and use tolls for the preservation, maintenance, management, and operation of a facility, it would add provisions that limit the use of tolls to construction and capital improvement only and require tolls on future facilities to end after the cost of the project is paid. The measure would require revenue from tolls to be used only for purposes “consistent with” the Eighteenth Amendment to the state constitution, which limits the use of gas tax revenues to “highway purposes” only. I-1125 would prohibit any revenue from gas tax or any toll fund from being transferred to the “general fund or other funds” and used for “non-transportation purposes.” This would, for example, prevent use of toll revenue to fund transit operations on the tolled corridor.

The measure would restate the existing requirement that tolls must be used on the facility for which they are collected, explicitly referencing the Interstate 90 floating bridge. This provision would prevent tolling of I-90 as part of a unified Trans-Lake corridor to control diversion from SR 520, or fund the \$2 Billion gap in the state’s SR 520 Bridge Replacement Program. The measure also would prohibit the state or a state agency from transferring or using “gas-tax-funded or toll-funded lanes on state highways” for “non-highway purposes.” The intended impact of this provision is to prevent the use of I-90 to connect Seattle with Mercer Island, Bellevue, Redmond and other communities on the east side of Lake Washington by light rail. Extension of light rail to the Eastside was approved by 57% of Central Puget Sound residents who voted in favor of Regional Transit Authority (Sound Transit) Proposition 1 in the 2008 general election.

 x **This legislation does not have any financial implications.**
(Stop here and delete the remainder of this document prior to saving and printing.)