TRANSPORTATION CHOICES: PAST, PRESENT AND FUTURE

By Janet Winans, Chair, Transportation Committee

The topic for the May Forum, “Smart Transportation Choices and How to Fund Them,” is merely a new chapter in the chronology of the development of transportation infrastructure and who should pay for it. Here in the Pacific Northwest, the story began with the launch of the first steam ferry of the Mosquito Fleet in 1858. That was a private enterprise, paid for by the owners and workers of the settlements being built out of the wilderness. Our waterways were our first highways, developed in response to our communities’ need to connect themselves to each other.

Our reference material includes a list of dates of important events in the transportation history of this region (page 38). Professor Daniel Carlson from the University of Washington Evans School of Public Affairs, who spoke to our Regional Transportation Committee in September of 2009 (see Voter, November 2009, p.7), organized that history into three paradigms. The first paradigm began with the popularization of automobiles throughout the United States at the turn of the century, leading to changes in infrastructure and funding. In this region, hard surfaced roads began to displace the rails required for city streetcars and the interurban rail lines that connected the new cities of the Puget Sound Region. And the funds to build those roads came from a tax on gasoline, the fuel of the motor vehicles. When that tax became the primary source of revenue for transportation infrastructure, personal motorized vehicles won the competition for the road surface. Between 1918 and 1941, when the last streetcar in Seattle completed its last run, most of what had been the public rail transportation system was shut down. The opportunity to own and drive automobiles gradually came to mean that only those who could not afford to own one or were unable to drive or be driven had any need for public transportation.

The second paradigm began after the end of WWII with the invention of the interstate highway system. In this area, the state also invested in ferries, which provided “roads” across our waterways. Voters repeatedly rejected proposals for public transit. Cities organized themselves in ways that made private automobiles ever more necessary; as ever more people drove cars, transit ridership decreased; as the resources that were public transportation deteriorated, ever fewer people used them. Cities became entirely car dependent and ever more cars became an ever increasing problem as congestion, pollution and continuing demand for roads competed for public resources.

And gradually, voters began to question the demands for more roads. There is an ongoing struggle between prioritizing cars and roads to prioritizing people, services and the environment. Now when transportation investment is considered, the citizens demand services for those who need alternatives to personal automobiles, such as transit, sidewalks and trails. They also require analysis of each decision’s impact on the environment and the community. Such considerations mark the third paradigm.

The League of Women Voters has been one of the most engaged contributors to the regional, state and national decision-making process since at least the 1960s. See page 34 for a list of studies related to transportation, as well as a summary of its transportation actions.

Our forum will feature speakers from county and city government, Sound Transit and the local news blog Publicola. They will offer their perspectives on current and future transportation choices. See you there!
President’s Message

As I sat down to write this, my final president’s message, I decided to pull out a few of the old Voters and take a look back at where we were and what League was doing 10, 20 and 30 years ago. I discovered that we were, as usual, covering current events but I was surprised to see the extent to which they relate to today’s current events. What’s the expression, everything that goes around, comes around?

I’m not going to embarrass myself by admitting where I was 30 years ago, but the League was studying and talking about growth management in King County, state financing of public schools, nuclear power and Washington Public Power Supply System financing issues. Twenty years ago, as I graduated from law school, the League was looking at drug abuse in the community, concerns over inequities in property taxes, and the redevelopment of Seattle Center. Ten years ago I was planning a September trip to France, oblivious to the events which would turn the world upside down the day before I was to leave. That spring the League was studying public-private partnerships, talking about state transportation funding concerns and working on a code of campaign conduct for local elections.

I am amazed by all that has happened and how much the world has changed in just a few decades; nonetheless, while the specific problems may (or may not) change, these core issues and concerns remain. Transportation, our topic this month, will continue to be a challenging issue, as will the revenue woes so keenly described at our last month’s forum. Education and privatization of government services are critical issues that we are currently examining.

Our long history of study and action form the foundation for what we do now. As you come to our annual meeting to decide on the issues League should focus on in the coming year, I encourage you to look at current events as well as our past studies. Look for issues where we can use our expertise to provide solid information to the community and ourselves, helping us all to become better informed. Look for ways to apply that information to help bring the change we want to see in our communities. Remember, the power of the League is in its members – your commitment, experience and enthusiasm.

Thank you so much for the opportunity to serve as president these past two years. The time has flown and the work has been by turns fascinating, challenging and inspiring. It’s been an honor and a privilege to work with you.

Sincerely,

Allison Feher
### May/June

#### Sunday

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<th>1</th>
<th>May 1</th>
<th>May Day rally and march</th>
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#### Monday

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<th>International Relations Comm.</th>
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<th>Immigration Committee</th>
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#### Tuesday

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<th>Forum: Smart Transportation Choices and How to Fund Them</th>
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#### Wednesday

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<th>Annual Meeting</th>
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#### Thursday

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<th>Board Meeting</th>
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#### Friday

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<th>International Relations Committee</th>
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#### Saturday

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<th>Teacher Study Committee</th>
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#### May

- **May Day Rally and March**
  - **Sunday, May 1**
  - **1:00 p.m.**
  - St. Mary’s Church, 20th and Weller

- **International Relations Committee**
  - **Monday, May 2**
  - **12:45-2:45 p.m.**
  - League Office

- **Immigration Committee**
  - **Tuesday, May 3**
  - **6:00 p.m.**
  - 3525 Seola Lane, West Seattle

- **Forum: Smart Transportation Choices and How to Fund Them**
  - **Thursday, May 5**
  - **5:00 p.m.**
  - Seattle First Baptist Church

- **Board Meeting**
  - **Saturday, May 7**
  - **9:00 a.m.**
  - League Office

- **Teacher Study Committee**
  - **Monday, May 9**
  - **3:30-5:30 p.m.**
  - League Office

- **Social Justice Committee**
  - **Wednesday, May 11**
  - **7:00-8:30 p.m.**
  - League Office

- **Annual Meeting**
  - **Thursday, May 12**
  - **5:00 p.m.**
  - Seattle First Baptist Church

- **LWV Snohomish Annual Meeting**
  - **Friday, May 20 - Sunday, May 22**
  - Richland, WA

- **League of Women Voters of Washington Convention**
  - **Friday, May 20 - Sunday, May 22**
  - Richland, WA

- **Teacher Study Committee**
  - **Monday, May 23**
  - **3:30-5:30 p.m.**
  - League Office

- **Economics & Taxation Committee**
  - **Saturday, May 28**
  - **9:00 a.m.**
  - 909 E. Newton St., D-9

#### June

- **Old/New Board Meeting**
  - **Saturday, June 4**
  - **9:00 a.m.**
  - League Office
The League of Women Voters of Seattle (LWVS) presents a public forum each month between August and May, generally on the first Thursday of the month at 7:30 p.m. Most forums are held at the Seattle First Baptist Church, but occasionally they are scheduled in other locations, including at least one on the eastside. The tentative schedule of upcoming forums in 2011 appears above; check your Voter or the LWVS website, seattlelwv.org, each month for up-to-date information.

**Mission Statement**

The League of Women Voters of Seattle, a nonpartisan political organization, encourages informed and active participation in government, works to increase understanding of major public policy issues and influences public policy through education and advocacy.

The League of Women Voters of Seattle serves the greater Seattle area, including the cities of north King County as well as east King County from Bothell to Bellevue.
Board Briefs By Joanna Cullen, Secretary

The League of Women Voters of Seattle (LWVS) Board met on Saturday morning, April 2, 2011. This is a summary of their work.

Lucy Gaskill-Gaddis, chair of the Education Committee, updated the Board on the progress and schedule of the LWVS study on the Development of the Teacher. While the name of the study may change a bit, the study is planned to be ready for presentation for the September 2011 LWVS forum. She also presented information from the recommendations of the 2011 Families and Education Levy Advisory Committee document and encouraged the Board to support the upcoming levy, which will be on the November 2011 Seattle ballot. She also invited all to join the Education Committee.

Annual Meeting
The Board discussed the program planning process and reviewed information on possible study topics for presentation in the Annual Meeting Workbook.

The Board approved recommending to the LWVS membership passage of the bylaw amendment from the National League that eliminates the word “honorary” as unnecessary when referring to honoring 50-year members.

The 2011 Carrie Chapman award winner was selected and will be honored at the Annual Meeting.

Nancy Eitreim attended to present the Report of the Nomination Committee. Appreciation for a job well-done was extended to her and the other committee participants.

Development
Cyndi Woods encouraged all to attend the League of Women Voters of Seattle Education Fund Spring Luncheon and Chinese Garden Tour on June 11, 2011 at the Brockey Center, South Seattle Community College.

Kathy Sakahara, chair of the fall event fundraiser, presented planning documents for all to examine and invited all to think about how they can be involved in making this event a success. Local unit engagement will also be key. Committee meetings will be posted on the calendar.

Budget
Treasurer Judy Bevington presented a projected budget for 2011-2012 and emphasized the need to pay attention to revenues if the League is to continue funding its activities.

State Convention
The Board decided to financially support continuing and new Board members as delegates to the State Convention and to ask each attendee to make a small contribution toward meals, included in the registration fee this year.

Concurrence on Seattle’s Privatization Study at the State Convention will be led by Annette Holcomb of the Bellingham/Whatcom County League.

Office
The Board continued to discuss a process for restructuring the board and office work to reduce the demands on Board members, especially the president, and to achieve additional office efficiencies.
Committees

**INTERNATIONAL RELATIONS COMMITTEE**
*Date:* Monday, May 2 and June 6  
*Time:* 12:45 – 2:45 p.m.  
*Place:* League Office

**TEACHER STUDY COMMITTEE**
*Dates:* Monday, May 9  
          Monday, May 23  
          Monday, June 6  
*Time:* 3:30 – 5:00 p.m.  
*Place:* League Office

For more information, contact Lucy Gaskill-Gaddis at terrylucy2u@comcast.net.

**CIVICS EDUCATION COMMITTEE**
The Civics Ed Committee will not meet in May or June.

**SOCIAL JUSTICE COMMITTEE**
*Date:* Wednesday, May 11  
*Time:* 7:00 – 8:30 p.m.  
*Place:* League Office

**TRANSPORTATION COMMITTEE**
*Date:* Tuesday, May 17  
*Time:* 10:00 a.m. – 12:00 noon  
*Place:* League Office

The subject for the meeting will be an update about the Hwy 520 project, including the extension to beyond Redmond, the I-405 exits at Bellevue and the status of the bridge replacement.

**ECONOMICS AND TAXATION COMMITTEE**
*Date:* Saturday, May 28  
*Time:* 9:00 a.m.  
*Place:* 909 E. Newton St., D-9

For more information, call Vicky Downs at (206) 329-4848.

**IMMIGRATION COMMITTEE**
*Date:* Sunday, May 1  
*Time:* 12:45 p.m.  
*Place:* Starbucks, 23rd & Jackson

Members of the Immigration Committee will meet and walk to St. Mary’s Church at 23rd & Weller to join the May Day Rally and March. Others are welcome to join them.

*Date:* Tuesday, May 3  
*Time:* 6:00 p.m.  
*Place:* Eleanor Laxdall Residence, 3525 Seola Lane, West Seattle  
*Topic:* Immigration Law

The committee will meet for pizza followed by an introduction to basic immigration law presented by member Kati Ortiz, who is an immigration lawyer.
Announcements

HELP WANTED

Voter Registration
The League of Women Voters of Seattle (LWVS) has a long tradition of helping citizens register to vote. As our mission statement states, LWVS “encourages informed and active participation in government.” What better way than by helping people exercise their power to vote?

We staff tables at many community events during the summer, including farmers’ markets, festivals, and the July 4th naturalization ceremony. It’s a fun way to get involved with the League and know that you’re helping people. It’s also incredibly moving to watch a newly naturalized citizen proudly sign on their registration form for the first time.

If you’re interested in volunteering to register voters, please contact our office at (206) 329-4848. We will provide training—one-on-one or in the office. Watch our website (seattlelwv.org) for the date of the next training session and upcoming registration opportunities.

ANNUAL MEETING CALL FOR VOLUNTEERS

Help wanted for set up and clean up. Set up volunteers should arrive around 4:00 p.m., and clean up will take place immediately following the Annual Meeting. It should be pretty quick.

If you can help, leave a message for Lindsay at the LWVS office: (206) 329-4848 or lindsay@seattlelwv.org.

Help With Spring Fling
The LWVS Ed Fund has a wonderful event planned for June 11: a tour of the Seattle Chinese Garden followed by luncheon at the Brockey Center at South Seattle Community College. Volunteers are needed to make the event a success. You can sign up to help with registration or site decoration, bring a dessert for the dessert auction, or just be available to help where needed.

If you can help, leave a message for Lindsay at the LWVS office: (206) 329-4848 or lindsay@seattlelwv.org.

ANNUAL MEETING REMINDER

Date: Thursday, May 12
Time: 5:00 p.m. – 9:30 p.m.
Place: Seattle First Baptist Church, 1111 Harvard Avenue, Seattle, WA

Plan to attend the annual meeting of the membership of the League of Women Voters of Seattle (LWVS). It is here that members decide on the issues that set the direction for the coming year; elect and meet new officers and directors; approve the budget; vote on bylaw changes; and decide on the adoption of new studies and positions. While five percent of the membership makes up the required quorum for all votes, a strong grassroots voice requires all members to be engaged.

The Carrie Chapman Catt award will be presented to a member who has contributed significantly to the League over the years; 50-year members will be honored; and our leaders and volunteers will be recognized for their dedication to making democracy work.
The annual meeting provides an opportunity for all of us to regroup and to renew our commitment in order to support each other. It is a time to reaffirm the mission and principles of the League and to set goals. It is only with the continued support and participation of the members and units that the LWVS can realize its mission.

This year the dinner will be catered. Please watch for a call for volunteers to help with set up and clean up.

Please RSVP by Thursday, May 5, so we can be sure that everyone can have dinner: (206) 329-4848 or lindsay@seattlelwv.org. Cost: $12.00 at the door (includes registration fee and dinner.)

**BALLARD/MAGNOLIA/QUEEN ANNE DAY UNIT FUNDRAISER: NARRATED VOLUNTEER PARK TOUR**

**Date:** Saturday, July 16  
**Time:** 10:00 a.m. – 12:30 p.m.  
**Cost:** $30 per person

Join us for a guided tour led by a Friends of Seattle’s Olmsted Parks Docent, which includes:
- A discussion of the Olmsted Brothers as landscape architects
- Information about the Friends of Seattle’s Olmsted Parks group
- A park tour, including plant information and a short climb up to the observation level of the historic brick water tower, which has a nice exhibit about the Olmsteds, the Park System and the City Water System, and
- A brief visit to the Volunteer Park Conservatory.

The tour includes expert narration and time to stop and ‘smell the roses.’

The cost includes coffee and snacks. Listen to the introduction while we eat, then the tour will begin. After the tour, you could visit the Seattle Asian Art Museum or continue to the local café with us for lunch on your own.

LIMITED SPACE—CALL NOW TO RSVP!  
Call Kerry at (206) 329-4848.
SPRING FLING

CHECK YOUR MAIL! Your invitation to the annual Spring Fling should have arrived this week. This year the League of Women Voters of Seattle (LWVS) Education Fund Board has planned an extraordinary two-part event that we hope will please and excite all of you. First, we have a wonderful opportunity for League members and friends to gather and celebrate our community’s diversity and common goals with a docent-led tour of the exquisite Seattle Chinese Garden which is being created adjacent to the campus of South Seattle Community College. This will be followed by a social hour at the nearby Brockey Center and a delicious lunch prepared by the Culinary Program at the college. We are fortunate to have as our luncheon speaker Dr. Connie So, a Senior Lecturer of American Ethics at the University of Washington, who will talk to us about Asian-Americans in politics. More information about Dr. So can be found in the April Voter.

In addition to the tour, luncheon and presentation, the Ed Fund Board has secured two vacation opportunities to offer in a raffle. A limited number of $20.00 raffle tickets will be available at the League office, at the event, and at several League gatherings prior to the luncheon. We hope you will take this opportunity to support the League by enjoying the Spring event and taking a chance on a summer vacation to a Washington beach resort or a December holiday trip to Victoria.

Chongqing Spring Fling

Who: The League of Women Voters of Seattle Education Fund

What: Tour the newly-opened Seattle Chinese Garden, enjoy a delicious lunch and hear from guest speaker, Connie So

Where: Brockey Center at South Seattle Community College

When: Saturday, June 11
Tour begins at 10:30 a.m.
Lunch served at noon

Why: Support the League’s Voter Education programs!
For many years a core group of Leaguers have been trying to find a way for members to celebrate our League community and our shared commitment to League activities at a fundraising event that would be tax deductible. We believe this June 11 event is a great start!

Donations to the Ed Fund are tax-deductible and support the voter education activities of the Seattle League of Women Voters. The Ed Fund is responsible, with help from generous donors, for producing the annual *They Represent You* (TRY). It also funds all voter service programs and a good portion of the other Seattle League programs—those NOT considered League ACTION—such as forums and Ballot issue analysis.

Donations of $150 or more will be recognized in the program. We also welcome sponsors to support our ongoing mission to educate and encourage the active participation of individuals in our government and community. Suggested donation levels:

$500  League Supporter
$1,000 Sponsor
$1,500 Organizational Sponsorship

Supporters and sponsors will be recognized in the program, at the event and on the website.

League member Lily Reid designed the outstanding invitation you received. Suitable for framing, we think.

The LWVS Education Fund asks for the support of all League members and friends. The need for money is dire. Ours is not a unique plight; you are hearing pleas for money from all sides. The work of the League is important. Many depend on us for information that is true, factual and free from bias. We need to be able to continue this mission. This is your opportunity to help.

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**LEAGUE OF WOMEN VOTERS OF WASHINGTON CONVENTION 2011: CROSSPOINTS**

**Dates:** Friday, May 20 – Sunday, May 22
**Place:** Shilo Inn Suites, Richland, WA

The League of Women Voters of Benton-Franklin Counties will host the 2011 League of Women Voters of Washington (LWVWA) Convention. The League of Women Voters of Seattle (LWVS) will send a delegation of fifteen current and new Board members to convention. LWVS is entitled to send up to 26 members as delegates, but for financial reasons, it cannot pay for other members to join the delegation. Members who wish to attend as delegates at their own expense should contact the LWVS office. Any LWVWA member can attend as a non-voting observer. For registration information, go to the state website, lwvwa.org. The deadline to register is May 6.

Convention business begins on Friday, but for those who arrive early, a wine tour will be offered on Thursday, May 19, from 1:00 – 5:00 p.m. Another bonus will be a talk on the Ice Age Flood Friday morning before the convention opens. The convention itself will offer many interesting speakers, including Marcia Merrins of the National Board speaking on “The Power of the Vote.” Marcia Merrins will also lead a workshop on nonpartisanship.

Other workshop topics are League basics, lobbying, voter service, coalitions, program planning, ballot issue position writing, social media, membership, publicity, fundraising and moderator training.

The LWVWA program for the next two years will be set at convention. The LWVWA Board recommends a one year study, an update of energy positions with emphasis on biomass. There are many other proposals put forward with no recommendation; one of particular
interest to LWVS is a concurrence with the LWVS privatization position of 2010. Delegates to the convention will have the opportunity to caucus with members of other Leagues throughout the state on this topic and others before voting on the program.

Other convention business will include bylaw changes, adoption of a budget and election of officers.

WASHINGTON PUBLIC CAMPAIGNS 5TH ANNUAL AWARDS BANQUET

Date: Saturday, June 18
Time: 6:00 – 9:00 p.m.
Place: South Seattle Community College, Brockey Center
Guest Speaker: KPTK AM 1090 Talk Show Host Norman Goldman

JOHN BURBANK TO SPEAK AT LWV SNOHOMISH ANNUAL MEETING

Date: Saturday, May 14
Time: 11:00 – 11:45 a.m. (speaker)
Place: First Congregational United Church of Christ at 2624 Rockefeller Avenue, Everett.

John Burbank, Executive Director of the Economic Opportunity Institute, will be the guest speaker at the League of Women Voters (LWV) of Snohomish Annual Meeting. He has been asked to speak on what is next in the Washington tax reform subject from the I-1098 group’s perspective.

LWV/Snohomish welcomes members of other local Leagues to join them to hear the speaker and stay for the luncheon to follow. The cost is $15 per person, with a choice of either a vegetarian or a turkey meal. Contact treasurer Mim Edelstein for reservations, mimknits@comcast.net.
League News

TRANSPORTATION REPORT: KING COUNTY MOBILITY COALITION
BY JANET WINANS, CHAIR, TRANSPORTATION COMMITTEE

The speaker at the March 15 meeting of the Transportation Committee was Alex O’Reilly, co-chair of King County Mobility Coalition (KCMC).

The KCMC began as the project of a group of social service agencies in King County under the leadership of the Seattle-King County Area Agency on Aging. In 2005, after a federal executive order mandating a coordinating entity for special needs services in order to qualify for federal funds, the group was formalized as the King County Coordinated Special Needs Transportation Steering Committee. Planning efforts that were already underway by Sound Transit led to the development of the first local and regional Coordinated Transit-Human Services Transportation Plans for King County and the Puget Sound Region. Today KCMC has 28 members, including transportation service providers, human service agencies, and clients and funders from governmental, nonprofit and for-profit agencies in rural and urban areas throughout the county. While King County does provide some coordinating assistance, KCMC is not actually a King County agency. Alex O’Reilly is serving as co-chair from her position as Human Services Planner for the city of Bellevue.

The primary purpose of the KCMC is to guide mobility planning for those in the county who do not drive their own cars. The members of the coalition collaborate on how to provide transportation services for special needs individuals. People with special transportation needs are defined in RCW 47.06B as people “including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.” KCMC members identify service gaps, barriers and new opportunities to improve mobility. The coalition is organized into subcommittees, which focus on coordinating special needs transportation and project planning around specific issue areas, including targeted outreach, technology, livable communities, government affairs and membership.

Special needs transportation projects are funded by a variety of sources, including Federal Transit Administration dollars via the Puget Sound Regional Council and the Washington State Department of Transportation (WSDOT) and state dollars via WSDOT. In the 2009-2011 transportation grant cycle, agencies in King County applied for and were awarded almost $2.5 million in competitive grants. Because members of the coalition work together and are aware of the needs and services of member agencies, such monies can be more equitably and efficiently distributed among the service providers and the county than if individual agencies worked alone in competition for the limited funds.

Some of their services include Dial-a-Ride, door-to-door services with volunteer drivers, van pool subsidies and purchasing special needs vehicles on behalf of nonprofit transportation service providers. In addition, they organize and sponsor transportation forums where the public, service providers and those who need the services can learn about the resources available in particular regions.

If you would like such information, you may contact KCMC’s Mobility Manager, Michelle Zeidman, at (425) 943-6737 or Mzeidman@hope-link.org.
Seattle's iconic Pike Place Market is frequently the focus of press coverage and photo spreads, and this past February was certainly no exception. First the Seattle Times provided a progress report on the market’s $73 million mega-renovation project. Then nearly every local media outlet converged on the story of Rachel the Pig’s unfortunate encounter with an errant taxi cab. (Happily, the Pike Market’s beloved bronze piggy-bank sculpture was largely unscathed — following some cosmetic repairs and a public reinstallation celebration, Rachel was back at her familiar spot greeting visitors and collecting coins for the market’s many social-service programs.)

One story that has received almost no mention, though, is the upcoming change in the Pike Place Market’s management agreement with the city of Seattle.

Most people, when they think of the market, envision the aforementioned Rachel the Pig; the big clock facing Pike Street; myriad stalls overflowing with colorful fruits, vegetables and flowers; the eclectic mix of restaurants, retail shops, and purveyors of flying fish; and a wildly varied mix of street performers and musicians. However, the Pike Place Market Historical District is, in fact, a piece of the larger 22-acre Pike Place Urban Renewal Project (PPURP) that was approved by the federal Department of Housing and Urban Development (HUD) and the Seattle City Council in 1974. One of several such HUD projects nationwide, this is the only one that combined historic preservation with the standard urban renewal practices of that time. PPURP’s boundaries are Lenora Street, the western half of First Avenue (from curbside to the street’s centerline), Union Street and the Viaduct on the Project’s north, east, south and west sides, respectively.

Like the other HUD Urban Renewal Projects, this one has a 40-year life span, after which time the project “sunsets” and is officially transferred to the control of the city or county in which said project is located. In the market’s case, control will rest solely in the hands of Seattle’s mayor and city council. This process of removing the market from federal to city governance will start in 2012, with the mayor and council obligated to confirm the transfer agreement by 2014.

City officials have indicated they have no intention of changing the current setup whereby Pike Place Market is governed by the Preservation and Development Authority (PDA), a historical commission and other market constituency groups. Likewise, PDA officials are certain little or no change is even possible because much of the market lies within a historic preservation district; plus, they believe, the terms of their long-standing agreements already in place with the city are unbreakable.

Nonetheless, many market observers are concerned about an agreement section that requires the Pike Place Market to be self-sufficient. This stokes persistent fears that the market will become a gentrified, more generic mall that abandons its charter guidelines in order to bring in more money. (Among other things, the market’s charter currently requires it to: provide housing, goods and services to low-income people; nurture small “incubator” businesses that have on-site ownership and provide a place for consumers to “meet the producer”; and always retain its historic architectural style, materials and character.)

One point of agreement, though, is the wisdom of holding several meetings in the near future whereby lawyers, financial experts, real-estate professionals, market stakeholders and others can meet face-to-face in a public venue to devise all of the worst-case scenarios they can possibly envision. Everyone would then work to ensure any needed fixes are included in the transfer agreement’s final language.
Here’s a lot of excitement in the office about the Spring Luncheon & Garden Tour. Please be sure to invite all the gardeners, history buffs, political junkies as well as appreciators of Chinese culture in your life to this League fundraiser. What a great event to take someone to who you’ve been thinking might enjoy joining the League.

Speaking of League gardeners, member Ann Ormsby’s beautiful garden was recently featured in the Pacific Northwest Magazine of March 19, 2011. Here’s the link in case you missed it: http://seattletimes.nwsource.com/html/pacificnw/201443521_pacificpnwl20.html


Hazel Schiffer Moving Back to the Buckeye State
Member Hazel Schiffer worked for the Public Health Service and was in on the ground floor of implementing Medicare and Medicaid. She used her nursing training to work with home health agencies and provided professional education to health providers. She moved a lot for her work. To learn about local politics, she would check the League positions in each new location. When she landed in Seattle, she decided it was time to join. It wasn’t long before “Olive Spannaus got a hold of me and asked me to volunteer.”

Hazel served on the Board two times. She held the Publications Portfolio and was responsible for publications produced by the Seattle League for seven years, until Bernice Wheatley took over. She then worked the CIS Desk and most recently processed the check deposits. She likes the routine and it gives her a chance to get out and commune with Leaguers once a week. She appreciates the League’s mission to educate the public and that we strive to be fact-based.

Hazel is moving to Dubuque, Iowa in the middle of May to because she wants to experience the inundation of presidential political ads in person.
Kidding aside, she wants to be closer to family and we will sorely miss her. Our sincere thanks to Hazel for her service to the League and her community, and our best wishes on her move.

**Thank You to Our League Supporters!**
Thank you to all members who donated an additional amount with their dues: Helen Brumbach, Audrey Chanen, Kathleen Hinson, Marilyn Knight, Janet Lynch, Dorris Martin, Catherine Moody, Mary Pneuman, Jean Pruel, Debra Revere, Elizabeth Terrey, Phyllis Topham, Margaret Vance, Melinda Young and Edith Younge

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…and to Bobbe Bridge, Lorna A. Stern, and Peggy L. Tlapak at the $250 Contributing Membership level.

Your generosity helps retain active members who are going through hard times.

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I bid you adieu as your Membership Chair; this is my final Membership column. It’s been terrific getting to know Leaguers and more of League history. We have a lot to be proud of. Being Membership Chair gives one a special view into an organization and I am thankful for the experience. It’s been a whirlwind – more on that in the Annual Meeting packet – and so much new energy and endeavors lie ahead.
In Memoriam

VIVIAN MCLEAN (NOV. 29, 1920 – MAR. 24, 2011)
BY OLIVE SPANNAUS

VIVIAN (aptly named “Lively”) was the activist many of us would like to be. In her younger days this mother of four was leader of a Brownie (Girl Scout) troop as well as Cub Scout leader, and for many years she tutored students at Cooper School. Her enthusiasm, openness and community spirit were gifts she brought with her to many governing boards and organizations working for the common good.

A citation in the May 1996 Seattle Voter reads:

“McLean speaks out for the disenfranchised and works at organizing them to speak for themselves. She was a guiding force in organizing Delridge Neighborhood Councils into the Delridge Neighborhood Council, is active in the League of Women Voters and helped in the cleanup of Longfellow Creek.” (Seattle PI, March 11, 1996)

A natural organizer, Vivian helped found the Delridge Neighborhood Development Association (DNDA) and co-chaired the fundraising effort which resulted in the building of affordable housing units and a library. In her honor this complex was given the name Vivian McLean.

Vivian’s dedication to justice and human rights issues led her to take part in the demonstrations against the School of the Americas, Fort Benning, experiences she shared with the League through the West Seattle unit and the Seattle Voter.

Her home, warm and welcoming, was the site of many fundraisers and several LWV West Seattle unit annual picnics. A notable feature was the enormous ancient black walnut tree in the backyard, a tree designated as one of Seattle’s 60 or so Heritage Trees at a special ceremony by Plant Amnesty. The other attraction was Vivian’s devoted companion, her parrot Rasta, who liked to ride on her shoulder even when she gardened.

Few individuals ever have the recognition and respect that Vivian had. One prominent leader said that she was one of the few people to whom he could not say no. Her philosophy was “If you don’t like what’s going on, get in there and change things. Be positive—negative just doesn’t cut it. Cooperation is the key, and it takes time and patience.”

Thanks, Vivian, and our condolences to your family.
I
n America almost all adults drive and we generally find it both ordinary and uncomplicated. Why then is it extraordinarily difficult for a robot? Vanderbilt explains why “driving is probably the most complex everyday thing we do.”

The fact is the seeming simplicity and safety of driving is a delusion. As we create roads and highways that are wider, straighter and more convenient, we often make drivers feel too comfortable; the result is faster driving and more accidents. The safer we feel, the less observant we become and the more likely we are to ignore obvious risks such as bikers or standing water.

Hans Monderman, an engineer in Holland, noticed that high curbs and straight roads encouraged drivers to speed through small towns. Traffic signs seemed useless. In the 1980s he reworked the main street of a village by using “traffic calming” techniques. The idea was to slow traffic by making drivers feel as though “neighborhood streets were ‘rooms’ to be driven through at no more than walking speeds of 5 to 10 miles per hour.” Speed bumps as well as “benches, flowerpots and nice cobblestones” helped, as did placing children’s play equipment with the accompanying children and parents “cheek by jowl to the street.” This along with trees planted in the middle of the roadway guaranteed slower traffic.

In effect, Monderman “created confusion by blending the car, bike and pedestrian realms. By forcing a driver to interact with other people [he] had to negotiate behavior.” The low curbs gave the feeling that at any moment “a child could drop in front [of the car],” so cars slowed down. If a road looks dangerous drivers are alert and tend to drive more slowly and carefully.

For those interested in the volume of traffic, it is interesting to learn that “more roads lead to more traffic.” Vanderbilt points to “a labor dispute at the ports of Los Angeles and Long Beach [which] halted the flow of goods for ten days. With ships backed up, the five-axle trucks which carry containers from the port to their destination had nothing to haul.” “In the first seven days...there were nine thousand fewer trucks on the highway,” yet “total traffic dropped by only five thousand vehicles.” What happened? Cars just filled in the volume “almost instantly” so that the traffic was still very heavy.

I learned that traffic engineers are constantly adjusting traffic signals to help keep vehicles moving. The result is that even with more traffic, cars, buses and trucks get through. Counterintuitive though it may be, the red lights to slow down cars entering an expressway do indeed help keep the traffic at a steady pace.

It was no surprise to learn that drivers in Japan are obedient to traffic signals even when no one is looking, but I had not known that a cow on a road in India has a calming effect on traffic there. I was surprised to learn that drivers in Sweden experienced fewer accidents after years of driving on the left side of the road, when over night they changed to driving on the right. Apparently they were scared and therefore more alert!
This book is filled with fascinating anecdotes and information about traffic. Men honk more than women, and “people are reluctant to honk at drivers in ‘nice’ cars.” Places like Los Angeles are “handling more traffic now than was ever thought possible.” “The San Diego Freeway was projected to carry 160,000 vehicles a day when it was completed [in the late 1960s]. Now it carries 400,000 per day.”

There are seldom simple answers to traffic questions; seemingly because slowdowns and other problems are generally caused by drivers rather than by the vehicles. A helpful index makes this a good book to dip into when you have a specific traffic question. I found it enlightening.

*The opinions in this review are personal and do not represent those of the LWV.*

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**Diversity Policy**

The League of Women Voters of Seattle (LWVS), in both its values and practices, affirms its beliefs and commitment to diversity and pluralism, which means there shall be no barriers to participation in any activity of the League on the basis of gender, race, creed, age, sexual orientation, national origin or disability.

LWVS recognizes that diverse perspectives are important and necessary for responsible and representative decision-making. LWVS subscribes to the belief that diversity and pluralism are fundamental to the values it upholds and that this inclusiveness enhances the organization’s ability to respond more effectively to changing conditions and needs.

LWVS affirms its commitment to reflecting the diversity of Americans in its membership, board, staff and programs.
Latinos are the target of more discrimination in today’s society than any other major racial or ethnic group, according to a study by the Pew Hispanic Center. When asked the cause of the discrimination, most respondents to the study cited immigration status, which many presume to be “illegal.” Interestingly, statistics show that roughly 81 percent of Latinos are either citizens or documented immigrants. It makes one wonder if border policies are targeting Latinos rather than terrorists. Are we cracking down on hikers “illegally” crossing the northern border while enjoying the beauty of the Pacific Crest Trail? And why can an undocumented laborer work undetected in Anytown, USA? Because he’s not an undocumented Latino, but an undocumented Canadian? America cannot keep itself safe from terrorists by imposing harsh border policies which disproportionately target one group, especially when that group has not been associated with terrorist activity or attacks in the United States.

Measures to tighten border security are not effective in fighting terrorism or in decreasing illegal border crossings. Since 9/11, the myriad of measures targeting immigrants in the name of national security (limiting access to hospitals, schools, and driver’s licenses; increasing the military presence at the border; attempting to restrict automatic citizenship; constructing a fence along the border) have netted no terrorism prosecutions. In fact, several of these measures could have the opposite effect and actually make us less safe by making targeted communities of immigrants afraid to come forward with information. Increased border security and the construction of border fences have done little to curb the flow of immigrants across the United States border. Instead, these policies have only succeeded in pushing border crossers into dangerous and less-patrolled regions. They have also created an incentive for immigrants to remain in the US for longer periods in order to recoup the increased costs of crossing the border.

The “crisis” at the southern border is more a law enforcement challenge than a front line in the war on terrorism. The idea of terrorists entering the US through an illegal border crossing is not implausible, but neither is it probable. No security expert has said that more restrictive immigration measures would have prevented the terrorist attacks of September 11, 2001. So why are we spending so much money and so many resources on protecting one land border from those crossing illegally? The 9/11 hijackers were all issued visas. They did not cross through a land border and they were not from Mexico and they were not undocumented. They all utilized a legal process to enter this country.

The US Border Patrol does apprehend aliens from nations other than Mexico who attempt to cross our southern border without proper documentation. Some of these individuals are from countries such as Somalia that may have ties to terrorism. However, these individuals are not terrorists, but are often fleeing their home countries and entering the US to seek asylum. The truth is that ‘terrorism’ in the US is just as likely to be committed by a former member of the US Military as it is by a
‘foreigner’ (Oklahoma City, DC Sniper, Atlanta Olympics, etc.). Antiterrorism measures rely heavily on intelligence gathering and clandestine efforts that are unrelated to border enforcement. The most powerful weapon in the struggle to dismantle terrorist networks and prevent attacks is information gathering, not military might or increased border security.  


4The Pacific Crest Trail begins in Canada, crosses into the United States and continues for about 9 miles before crossing back into Canada. The trail later crosses back into the United States and continues for 2,600 miles, all the way to Mexico.


6No terrorist has ever been arrested crossing the Mexican border into the US. See statement of Agnes Gereben Schaefer, a political scientist with the Rand Corporation, available at http://www.hsoutlook.com/features/features/144-are-mexican-narco-gangs-keeping-terrorists-away-from-the-border-.html.


8The intelligence failures leading to 9/11 led to the massive influx of border patrol agents to the Mexico border and a congressional mandate to construct hundreds of miles of new fencing. A report from the Government Accountability Office, released in 2008, estimates that the US will have spent some $6.5 billion over the next twenty years maintaining that fence. The 600 miles of new fence have been breached more than 3,000 times since GAO started tracking in 2005.

9Douglas Massey, Cato Institute, “Backfire at the Border: Why Enforcement Without Legalization Cannot Stop Illegal Immigration,” June 2005, (“Compared to 1990 and before, by the year 2000 it cost undocumented migrants three times as much to gain entry to the United States. If the first order of business on any trip to the United States is to recover that cost, then holding constant the rate of remuneration and hours worked per week, the stay would have to be three times as long.”) available at http://www.freetrade.org/pubs/pubs/pas/tpa-029.pdf.


March 25 marked an important date in Seattle’s Social Justice history. Several hundred people celebrated the twenty-fifth anniversary of ADWAS (Abused Deaf Women’s Advocacy Service) and honored founder Marilyn Smith on her retirement as director of the organization. Very much alive and well, ADWAS is ready for more challenges, even as it brings to a close a quarter century of one success after another.

In the Sixties, Seventies and on into the Eighties, ideas about justice, freedom and equality were expanding so fast that, we activists could scarcely keep up with all that we were learning. Sparks of imagination continually lit up the minds and emotions of one oppressed group after another. We questioned authority. New interpretations of our lives stoked our passion to change the world, even if it meant confronting people who insisted it couldn’t be done. Campaigns for women’s and African Americans’ rights had usually filled the center stage of political activism.

But other less noticed social justice causes were on the move as well. In 1972, Deaf Awareness Week was initiated in the state of Colorado. By the eighties, student protests at Gallaudet University resulted in the hiring of the school’s first deaf president. Feminists, civil libertarians and disabilities advocates were warming at the fire of radical change. By the early eighties, shelters for abused women had opened all over the country, including in Seattle. Numerous crisis lines and emergency beds were available for abused women.

But there were no shelters for deaf women.

Marilyn Smith swept in. Taking the Deaf Rights Movement by one hand, the Women’s Anti-violence Movement by the other, she clasped them together for action. She was dismayed to learn that most interpreters for the Deaf did not understand partner abuse, so she organized a training for them. She knew it was important to offer support groups for deaf women, but no one who knew American Sign Language was prepared to lead one. So she did it herself. Next, she saw the need for an agency specifically dedicated to serving deaf abused women. She gathered together colleagues and started ADWAS. The group had scarcely any money and no space so they operated out of Marilyn’s basement and she became its first director. As her vision expanded, so did ADWAS’s services, including help for those who were deaf/blind and incest and rape survivors, whether men, women or children. As if that were not enough, next came a determination to create a transition house for abuse survivors. “Millions of dollars? Impossible!” So said skeptics. But Marilyn was experienced at accomplishing the “impossible.”

For twenty-five years, through ADWAS’s professionally trained staff and volunteers, Marilyn Smith has been guiding victims toward free, safe and equitable survival. This week she has handed over leadership to a new director, Tiffany Williams-Granfors. Marilyn leaves a legacy of brilliant innovation, sound leadership and an institution of lasting value.
May Program: Transportation

Smart Transportation Choices and How to Fund Them

Transportation Questions

1. What overall goals are important to keep in mind when developing transportation policy?

2. Is it more important to reduce our dependence on oil or to reduce congestion?

3. If it is more important to reduce congestion, does that mean building more roads for cars or increasing the options for mass transportation and land use planning?

4. List changes that communities can be expected to make to cause change in current habits.
5. Which of the following methods to fund transportation would you support?
   a. tolling for any new infrastructure
   b. a vehicle miles driven fee collected annually
   c. a road user fee for electric cars
   d. a change in the state constitution so that fees collected from gas taxes and other vehicle fees can be used for transit and other kinds of non-car transportation infrastructure
   e. a vehicle excise tax based on the cost of the vehicle
   f. pollution tax for older, polluting vehicles.

6. Several ongoing major transportation projects are underway. Have you been affected by or involved in the planning for these projects? In what way?

7. Is there an improvement in your neighborhood that would solve a transportation issue? Please describe it.

8. List the alternatives to cars that you and members of your family are using currently.

9. Is there area or an issue related to transportation that the LWV should address in a formal study?
One of the more critical challenges facing the city and region over the next 30 years will be to maintain, upgrade and improve the region’s transportation network. This challenge will have to be met, at least over the short term, at a time when local, state and federal transportation dollars are plummeting. The long-term funding picture is harder to predict. Weaknesses in existing funding mechanisms, if not addressed, will present significant funding challenges well into the future.

This funding challenge will have to be met within the context of predicted population and economic growth. According to Transportation 2040, the regional Transportation Plan, over the next 30 years, “...the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40 percent.”

Transportation 2040 presents several strategies for attaining a more sustainable transportation future. These strategies involve establishing new funding mechanisms as well as some overarching criteria for guiding smart transportation choices.

What is a smart transportation choice? In this briefing paper we borrow from Transportation 2040. This transportation plan establishes three integrated and sustainable strategies—Congestion and Mobility, Environment and Funding—designed to guide transportation investment decisions. More detail on these strategies and how they might be applied to transportation projects and programs is addressed below.

- **Congestion and Mobility.** It is the intent of the plan to improve mobility through a combination of effective land use planning; transportation demand management; efficiency enhancements such as better signal coordination and expanded traveler information; and strategic capacity improvements such as completing Link light rail, increasing local transit service investments in bike and walk facilities, and expanding the capacity of targeted roadways.

- **Environment.** A key focus of the plan is to enhance environmental quality, with specific strategies to address state greenhouse gas goals by continuing to reduce emissions of air pollutants through the use of cleaner fuels and vehicles, more alternatives to driving alone, land use strategies and reduction of vehicle miles traveled (VMT).

- **Funding.** Finally, the plan envisions that over time the region will transition to a new funding structure based on user fees, which could include high-occupancy toll (HOT) lanes, facility and bridge tolls, highway systems tolls, vehicle miles traveled (VMT) charges and other pricing approaches that replace the gas tax and further fund and manage the transportation system.

From Transportation 2040, Executive Summary, p.7

We begin this report from the revenue side of the equation. While it is by no means comprehensive, it is meant to provide an overview of existing funding challenges. Next we provide a history of the efforts to build transportation alternatives to the single occupancy vehicle. Cars have been and still are, literally, the driving force behind all of what we imagine as “transportation.” We will also present some of the funding proposals currently
being considered for the future. That should provide a beginning framework for recognizing and making smart transportation choices.

**FUNDING CHALLENGES – AN OVERVIEW**

The revenues available for transportation purposes may be classified into four categories: state funds (including taxes and fees), bonds, federal funds and local funds. These funds are appropriated through the Transportation Budget. The sources of transportation funds are displayed in the pie graph below and are estimated at $8.2 billion for the 2009-11 biennium.

Transportation Resources Manual, Transportation Budget, p 13

The state transportation budget operates with two distinct and separate funding streams. The 18th Amendment Eligible funds can be used ONLY for highways, ferries, and local streets and roads. Any other transportation projects must be funded from sources that are defined and collected completely separately from the 18th Amendment Eligible sources. This makes our current transportation funding mechanisms very inflexible in the face of changing conditions. Even before the current financial crisis, these funding mechanisms were not keeping up with inflation. Now, the economic crisis has led to a crisis in transportation funding. Without new revenue sources there is insufficient funding either for the roadway system at the state, county and city levels or for alternatives such as transit, passenger and freight rail, and trip reduction programs. The restrictive categories, together with different priorities and inequities in access to funds, have limited the ability to use available funds in the most efficient ways. Some of the more important funding challenges are outlined below.

**Limitations of the State Gas Tax**

The gas tax has been one of the primary sources of state transportation funding since it was first instituted in 1921. In 1944, the 18th Amendment to the State Constitution limited the use of gas tax revenue to highways, ferries and local streets and roads. The gas tax is levied at a legislatively determined rate and is charged on the VOLUME of gasoline sold, regardless of the purchase price. In the 1950s and 1960s, with the number of cars increasing and low gas mileage per car, the system worked fairly well. However, in recent years, with more emphasis on energy efficient cars and more people taking transit, funds from the gas tax have not kept up with inflation and the increasing cost of the materials, wages, etc. that go into road building. Nor do they provide for the increasing and diverse needs of a transportation system that is changing its focus beyond building highways.

To illustrate this change, in 1970 the amount of Washington state gas tax collected represented 1% of total personal income. By 2004, it had fallen to 0.41% of state personal income. In the 1969-71 biennium the budgeted capital funds, including highway and other transportation investments, came to 2.5% of personal income. In the 2003–05 biennium it was 1.1%. These decreases in the percentage of income collected in gas tax revenue precede the current recession that began in 2007.
Strains Placed on the Sales Tax
In 1935, after the State Supreme Court disallowed a voter-approved income tax, the state sales and use tax was introduced by the legislature in the Revenue Act. That shifted the state’s principle form of taxation from the property tax. Since that time, that sales and use tax has been the primary source of revenue for the state’s General Fund.

Because the 18th Amendment limits the use of gas tax revenues to highways, ferries and local streets and roads, public transportation has had to seek separate sources of revenue. Prior to 1972, almost every effort to fund non-car transportation was rejected by the voters. Then, in 1972, voters in King County approved a 0.3% local sales tax to create King County Metro Transit, followed by further increases over the years. The tax has been increased over the years and is now at its 0.9% legislated limit.

Bonds
Initially, transportation projects were funded by local builders and users. However, during the Depression, public debt began to be incurred to construct highway projects. Transportation bonds are, ultimately, backed by the full faith and credit of the state (general obligation), but have other sources of repayment that constitute the primary source of debt service. Highway bonds are backed first by gas tax revenues and are exempt from statutory or constitutional limits.

Elimination of the MVET
Until November 1999, the state of Washington had four major sources of transportation revenue: the gas tax; the motor vehicle excise tax (MVET); licenses, permits and fees; and transportation bonds. In the November 1999 election, voters approved Initiative 695. I-695 abolished the MVET and replaced it with a $30 annual license fee. The MVET fee had been considered onerous by those who succeeded in abolishing it, but eliminating it created a $750 million annual gap in state funding. In spite of that, after I-695 was declared unconstitutional by the Washington State Supreme Court, the legislature fixed in statute the conditions of the initiative. What had been an annual excise tax on the value of the vehicle became a $30 annual fee. The effect of eliminating the MVET continues to negatively impact local and state transportation funding revenues even today. While the legislation following Initiative 695 did eliminate previously legislated taxes and fees, the debt incurred by the bonds authorized for the projects that had been authorized because of the expected funding is still being repaid with funds from other sources.
The chart below illustrates the increasing amount of debt service as a percent of the state portion of the gas tax. The debt service peaks around 70% of the total state gas tax revenues in 2016-18.

**Public Transit Funding**

Prior to passage of I-695 in 1999, public transit agencies relied on two major funding sources: the sales tax and the MVET. Other funding sources for public transit include fare box revenues, federal grants and bond proceeds. Transit districts in Washington lost some $200 million in annual revenues as a result of I-695. To help local transit agencies recover from the loss of MVET money, the 2000 state legislature authorized an additional 0.3% local sales tax — up to a maximum of 0.9% — for use by transit districts, with a vote of their citizens. In 2000, King County voters approved an increase of 0.2% (up from 0.6%) followed by another increase of 0.1% in 2006. Today, King County Metro is at the maximum 0.9% allowed. Even with these increases, however, the sales tax has not approached the stability and productivity of the MVET as a revenue source.

With the resources that were available, Metro Transit management built a county-wide transit system over the years that was rated as one of the best in the country. Because of the vulnerability to economic swings of the sales tax, Metro is confronting such a crash in sales tax revenue in the current fiscal crisis that it faces the possibility of having to cut some 600,000 annual service hours — equivalent to cutting all Metro service in East King County.

During this legislative session, within the constraints of the current funding system, one proposal for addressing the immediate funding shortfall is SB 5457. This measure would allow the King County Council to enact a congestion reduction charge of up to $20 to help fund operational and capital needs of Metro. The

**Federal Funding Challenges**

Local and state transportation agencies (including local roads, state highways, state ferries and transit agencies) receive federal grant funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In the central Puget Sound region, this funding is administered by the Puget Sound Regional Council (PSRC), which sponsors annual and biannual funding competitions for this money. Region-wide, this money can amount to well over a hundred million dollars per year and is an important source of funding for many agencies. Unfortunately, SAFETEA-LU expired at the end of September 2009. Although it has been extended by Congress many times with continuing resolutions, Congress continues to debate significant changes to the program that can affect its direction.
charge must be approved by a two-thirds vote of the council or a majority of the voters, and would be a temporary solution in that it could be in place only until June 30, 2014, or two years after imposition, unless it is approved by the voters.

City Transportation Funding Challenges
Typically, cities in Washington receive a state gas tax allocation based on their population, but otherwise have no dedicated transportation funding source and fund their city street investments out of their general fund. Seattle’s General Fund sources include the property tax, utility tax, business and occupation (B&O) tax and sales tax. Problems with the General Fund include the fact that there are stringent statutory caps on property and sales tax increases and the fact that road improvements have to compete for funding with other general government functions, which can be a problem during times of limited resources.

In 2010, enabled by state legislated authority, the Seattle City Council created the Seattle Transportation Benefit District, and then authorized a $20 vehicle license fee to help fund transportation improvements.

MANAGING IN BETTER TIMES
Of course, as you travel in the area, attend community meetings, read the newspaper, turn on the television or listen to the radio, you know that there are major transportation projects happening all around us. All of them are the product of voter choices to tax ourselves further. In Seattle, the current mess that is 15th Ave through the University District is the repair work funded by Bridging the Gap, the 9-year levy approved in 2006 to confront the major maintenance backlog apparent everywhere in the city. So is the flow-through along Nickerson between the Fremont and Ballard Bridges. The road surface was repaired and restriped to create two flow-through lanes, a center left turn lane, a safe bike lane and marked parking. Traffic accidents have been significantly reduced along that corridor and traffic is flowing at the same capacity and rate as before when it was four lanes of traffic, bicycles, and left turn back up. These projects do qualify as “smart."

Qualifying as “traditional,” and funded by the sources available to the State Transportation Department, are the changes along I-405, SR 520, I-5 and SR16 in Tacoma. All of these projects fit into the graph showing the debt service confronting taxpayers through 2032.

The SR520 bridge replacement and the replacement of the Alaskan Way Viaduct are caught in mid-project by the current funding crisis. They were conceived when prosperity seemed certain, they are needed in the present, and there is not enough traditional funding for them to be completed.

SEARCHING FOR SOLUTIONS – AN OVERVIEW
Clearly, transportation funding mechanisms at the local, state and federal levels are not adequate and new mechanisms must be developed to pay for future improvements. The problem, however, is not just a failure in funding mechanisms. Most economists are telling us that the system is also underpriced. To quote from “Paying Our Way: A New Framework for Transportation Finance” produced by the National Surface Transportation Infrastructure Financing Commission:

Basic economic theory tells us that when something is valuable – in this case, roadway space – and is provided for less than its true cost, demand increases and shortages result. Shortages in our road system are manifested as congestion. All too often the prices paid by transportation system users are markedly less than the costs of providing the transportation services they use. . .much less the total social costs (including traffic congestion and pollution). This underpayment contributes to less efficient use of the system, increased
pavement damage, capacity shortages and congestion.

In response to these concerns, many experts recommend a funding system based on more direct user fee charges such as targeted tolling or some form of vehicle miles traveled (MVT) charge. These and other options are addressed below.

**Tolling**

In Transportation 2040, the PSRC sets out a financing plan that calls for a shift in how transportation improvements are funded, with more reliance on users paying for transportation improvements. The financing strategy starts with developing HOT lanes, and includes tolling individual highway and bridge projects in their entirety as they are implemented. The plan also calls for full highway system tolls by 2030.

In Washington state, funds from tolls historically have been used to pay off particular project construction bonds over 30 years, but now are being proposed to continue after bonds are paid off to manage maintenance and improvements in the future. New technology permits options such as “no booth” tolling, and can accommodate either all-day flat tolling or variable pricing that is determined by the time of day, with higher tolls at peak travel times. Tolls can be on a single bridge corridor or on a major state highway corridor. SR 520 tolling is expected to start in the spring of 2011 on the bridge segment only, and tolling revenue is included in the budget for the deep-bore tunnel replacement of the Alaskan Way Viaduct. Future tolls on I-405 and on I-90 are being proposed in the 2011 legislative session.

**Transportation Benefit Districts**

Citing declining revenues from the state gas tax, the General Fund and the real estate excise tax, the Seattle City Council approved a measure on October 25, 2010 authorizing a $20 vehicle license fee within the new Seattle Transportation Benefit District, established by city ordinance a month earlier, with city council members as the governing board. It is expected that the fee will bring in about $6.8 million annually to support preservation and maintenance of transportation infrastructure and make investments to enhance pedestrian and bicycle mobility within the district boundaries. A citizen’s transportation advisory committee was also established to develop and present a proposed project list and spending plan to the council by June 30, 2011.

**Fees on Vehicle Miles Traveled (VMT)**

Most federal and state studies have concluded that VMT fees need to be implemented, but require a new technology that will provide correct mileage data and also protect the privacy of the user.

**Public/Private Partnerships (PPPs)**

There is discussion of a shared contract idea between governments and for-profit businesses that use the borrowing power of the private business to secure funds when government borrowing is inhibited, and use the funds generated by tolling to allow the business to gain a profit from the transaction after the project is completed and the debt repaid.

Other local option ideas that have been advanced, but are not discussed in detail here, include increased parking meter fees, local gas tax or sales tax increases and state authorization of a local option MVET.
Regional Transportation Agencies

Puget Sound Regional Council (PSRC)

Funding for municipal and local governments comes from both the state and federal budgets. Money from these budgets comes with requirements for regional planning. The Puget Sound Regional Council (PSRC) is the multi-county planning agency for our region. The PSRC does not duplicate the activities of local and state planning agencies, but serves as the center for the collection, analysis and dissemination of information vital to citizens and regions. Federal and state laws require that the PSRC review and update the Metropolitan Transportation Plan Vision 2020 and Destination 2040, to reflect progress and changes in household population, employment forecasts and changes in population distribution. PSRC is designated by Federal law to be the Metropolitan Planning Organization (MPO), which means that it is the pass-through agency for funding and developing priorities for projects that are funded by the federal, state and local governments. Their plans are a guide for how we can best provide the mobility required to support a growing population in the year 2040, sustain the regional environment and economic vitality, improve system safety and efficiency, and enhance the region’s overall quality of life: our path to smart transportation choices.

Members of the PSRC include King, Kitsap, Pierce and Snohomish counties and 68 of the region’s cities and towns. Other statutory members are the ports of Everett, Seattle, and Tacoma, the Washington State Department of Transportation (WSDOT) and the Washington State Transportation Commission. In addition, there is a memorandum of understanding with the six transit agencies that outlines their roles in participating in the council’s work.

Central Puget Regional Transit Authority (RTA) (Sound Transit)

The Sound Transit Board consists of local appointed representatives from the region’s cities and counties plus the secretary of WSDOT. Sound Transit was enabled by state law in 1990 and a regional vote in 1996. It operates express bus routes and commuter rail and light rail service in King, Pierce and Snohomish counties. Funding was provided by a 1996 ballot that authorized a 0.4% sales tax and a 0.3% motor vehicle excise tax to support a 10 year RTA Plan. It included a light rail between the Tacoma Dome and downtown Tacoma; 20 new Sound Transit Regional Express Routes; 82 miles of Sound Commuter Rail between Lakewood in Pierce County and Tacoma, the valley cities, Seattle, and Everett; and a new light rail system planned within Seattle, traveling ultimately north through Northgate to Lynnwood and Everett and south to SeaTac, Federal Way and Tacoma. It also received a Federal Transit Grant towards constructing a 32 mile light rail system with 26 stations.

In 2007, Sound Transit was a part of a Roads, Transit, and Investment District (RTID) package that failed. Strong opposition to the roads segment resulted in defeat by the voters. This was an avowed reversal of the pre-1972 attitude of voters, who voted against transit funding.

In a 2008 vote, the Sound Transit 2 plan passed. Roads were excluded from this package. The financial details for the measure included $17.8 billion in expenditures for 15 years. It was financed by a 0.5% increase in the regional general sales tax. The plan will extend the north corridor of the Light Rail Transit (LRT) from Husky Stadium Station to Lynnwood in Snohomish County. To the south, there will be LRT tracks from SeaTac to the northern edge of Federal Way. The proposed East Link will run LRT from the Seattle central business district tunnel to Mercer Island, Bellevue, Overlake and ultimately to Redmond via the I-90 bridge. A First Hill Connector (streetcar) planned, built and paid for by Sound Transit, is proposed for the Central Link Broadway/Capitol
Hill area station to the Jackson Street Terminus of the former waterfront streetcar. In total, 36 new miles were approved by the Sound Transit 2 regional voters.

The Municipality of Metropolitan Seattle (METRO)

METRO was formed primarily to apply a regional solution to the pollution of Lake Washington, but its enabling legislation also allowed other metropolitan functions, such as transit, that crossed municipal boundaries. It was established in 1956 after the enabling legislation was approved by the legislature and the concept was approved by the voters. In 1990, a legal challenge and a court case resulted in declaring the Municipality of METRO unconstitutional, and METRO was added to the King County government’s responsibilities.

The history of the METRO Transit within King County has been a successful merger. However, the national and local recession has significantly reduced one of its major sources of funding: the 0.9% sales tax derived from sales in King County. As things stand now, METRO will need $117 million in combined reductions in expense plus new revenue to maintain existing transit services and implement “Transit NOW” promises, as approved by voters.

LOCAL GOVERNMENT

The state legislature has provided enabling legislation to allow local governments to levy local taxes for their transportation needs. They are limited by the cities’ budgets, the ability to obtain permissions from the state legislature, their charters and city governments.

Seattle Transportation Department (SDOT)

In 2006, Seattle voters approved the $365 million “Bridging the Gap.” It provided new funds for the city to catch up on a backlog of maintenance and city road and street improvements. At a cost of $80 million, SDOT repaved or rebuilt 101 miles, with 86 miles in the central business district. After years of deferred maintenance, the work began during Mayor Nickels’s term as mayor in order to prepare for the detours and closures predicted when the replacement of the state’s SR99 major construction impacts the city.

Seattle’s Department of Transportation is working on “Changing Seattle’s Transportation Template.” SDOT’s current motto is “Walk, bike, ride (transit).” They have adopted a bike plan and are preparing to update the City Master Transit Plan, with the goal of integrating the many agencies operating transit. The first transit plan goal was to provide convenient, reliable transit service every 15 minutes. It has been updated with five more goals, including LRT to Ballard and West Seattle and building transportation hubs where different people-moving modes are knitted together to allow easy transfers. Examples are: the Ferry Terminal, Westlake, King Station, and Seattle Center. One urban center project in progress is Thornton Place at Northgate. Seattle’s plan also calls for a community parking management program.

AND, BEFORE OUR VERY EYES, THE UNCERTAIN FUTURE

The Alaskan Way Viaduct Corridor

The Alaskan Way viaduct, which is part of SR99, is coming down. The current plan is to replace it with a deep-bore tunnel extending from about 6th Ave N. and Harrison to Holgate St, abutting Pioneer Square. As designed, it will have no exits except at those portals, so there will be no access to the central waterfront area of the city. The revenue from planned tolling of the tunnel is included in the budgeting for tunnel construction. Other uncertainties continue to plague the plans to begin construction before the end of 2011.

Plans are also underway to replace Seattle’s downtown seawall. This is the responsibility of
the city of Seattle, so the plans are separate from those for the viaduct replacement. The footprint of the current viaduct will remain city property and a committee of stakeholders is planning for the transformation of the central waterfront.

**The Mercer Mess**

The Mercer Corridor extends from Elliot Avenue to the west to I-5 to the east. It has been under study for some time. The city, King County and the state are committed to the necessary improvements so that traffic will be facilitated when the SR viaduct is removed. The project was described as “shovel ready” and received $30 million in federal stimulus funds – only part of the cost. The target date for completion is 2012.

**The South Park Bridge**

After years of concern about the safety of the bridge that crosses the Duwamish River between South Park and the Boeing Field area of Seattle, it was demolished in early 2010, just as the funding for the “shovel ready” Mercer project was announced. The bridge was the property of the county rather than the city. After it was demolished various “powers” were rallied and funds were allocated to rebuild it. Work has begun. However, this illustrates the confusion and inequities inherent in our current system of funding essential projects.
TRANSPORTATION AND THE LEAGUE OF WOMEN VOTERS: STUDIES, POSITIONS AND ACTION

In Washington State, the League of Women Voters (LWV) has been studying transportation and adopting relevant positions at the local, county, regional and state levels since the 1960s. In brief, the League of Women Voters of Washington (LWVWA) supports a balanced transportation policy that defines the role of the state and supports increases in funding to provide adequate revenue, flexibility, energy efficiency and safety in a multimodal system of transportation.

LWV STUDY HISTORY

In February 1967, the King County Leagues published a study called “Transportation and Related Land Use.” In 1968, members from three of the Puget Sound Counties—King, Pierce and Snohomish—formed the Puget Sound League (PSL) and prepared “The Transportation Story” study.

In 1969, the PSL prepared a follow-up, “A Transportation Puzzle.” In 1973, the next step was the adoption by LWVWA of a study, “Transportation Planning and Financing,” at its state convention. The third step: in 1978, in concurrence with PSL and other local Leagues, the LWVWA lobbied the legislature for a state Department of Transportation (WSDOT) to replace the state Highway Department, and for a new state motor vehicle excise tax to help fund local transit agencies. In 1987, the League of Women Voters of Seattle (LWVS) produced a study called “The Light at the End of the (Bus) Tunnel,” and the King County Leagues produced a study about adding transit services to the METRO sewer agency.

After LWVS completed the second year of its “Transportation and Land Use” study and “Reconnection Growth with Transportation,” delegates at the LWVWA 2001 convention adopted by concurrence an update of the LWVWA transportation position.

In 2005, the LWVWA convention approved a two-year study of “The Ferry System of Washington State” and adopted a new position on ferries. In 2008, the LWV of South King County produced “Public Transportation Usability in South King County.” Delegates at the 2009 LWVWA Convention approved as amended concurrence with the LWV Tacoma-Pierce County position on transporting freight. The amendment was to replace the words “lessen the amount” with the words “reduce the number.”

The Transportation Committee is a Regional LWV Committee, which meets monthly in Seattle, with LWV members from four counties bordering Puget Sound — Snohomish, Pierce, Kitsap and King. Today, the LWVWA has one non-voting membership on both the Transportation and Growth Management Policy Committees of the Puget Sound Regional Council.

CURRENT LWVWA POSITIONS ON TRANSPORTATION

T-1* Transportation projects and programs should be prioritized to develop a balanced and seamless transportation system. Population, topography, location of transportation facilities, community livability and character, jobs/housing balance, environmental impacts, social factors, energy consumption and political realities must be considered.

T-2* Transportation is an important basic public planning tool, and should be consistent with regional and local long-range growth management plans and adopted local land use plans.

T-3* Transportation is a state, regional and local responsibility that requires coordination,
cooperation and communication to develop regional plans.

T-4* There is a need to define the state's role and to develop and adopt complementary regional plans and transportation improvement programs.

T-5* Effective transportation financing will require that any earmarking of funds should be statutory rather than constitutional. In addition, the Constitution should be changed to allow the use of gas tax funds for balanced transportation. Funding for all modes of transportation should be adequate and predictable. Appropriations by the Legislature should follow cost/benefit budgetary reviews of alternative modes. The cost/benefit analysis should include transportation demand management strategies as well as financial incentives and disincentive programs that reduce solo trips and encourage transit and other transportation options.

T-6* Ferries in Washington State are part of the highway system and should be funded as such. Passenger-Only-Ferries should be funded as are other modes of public transportation. The fare box should not be expected to totally fund ferry operations in Washington. (After the 2005 State Study)

T-7* Transportation systems dependent on public financing should be publicly controlled. Transportation should be considered a public service with capital, maintenance and operating costs subsidized consistent with the subsidization of the operating costs of other public services.

T-8* Prior to revising highway corridors, cities and other jurisdictions that are adversely affected by the increased capacity must have the choice to plan and adequately finance, integrated and sustainable transportation systems.

T-9* A single agency should be established to plan and coordinate the efficient, economical movement of people and goods consistent with adopted regional and local growth management plans. The agency should be administered by a director appointed by the Governor and serving at her/his pleasure. An appointed commission should determine policy with regional input from citizens and guidance by the Legislature.

T-10* Effective citizen participation requires comprehensive and consistent communication between the governmental sponsor and its constituents. There should be opportunities for public comment from the institution of the plan, consideration of alternatives, development of the project or program, and throughout implementation. State and regional plans and projects for managing congested major urban corridors should be integrated with local and regional growth management plans and coordinated with regional and local governments, employers, businesses, freight and public transportation agencies.

T-11* State transportation policy should promote development in centers, manage and reduce single occupant vehicle use on highway facilities and shift solo trips to alternative modes.

T-12* In the event that energy shortages force the imposition of a government administered allocation program, across the board cuts should be made to all areas of energy use. Following the initial cutback, highest priority should be given to life supporting industries that produce essential goods. The private vehicle should receive the lowest priority. (Allocation Program - 1976)

T-13* We support the transporting of freight via rail, including laws and subsidies to that effect in order to reduce the number and size of trucks on the freeways. We support this move for energy efficiency as well as safety reasons. (added in 2009)
SUMMARY: LWV TRANSPORTATION ACTIONS, BASED ON ADOPTED POSITIONS

- During the 1997 Legislative Session, LWVWA and local Leagues worked together to defeat proposed legislation that could have undermined the new Regional Transit Authority.

- The League also supported a proposed gas tax that failed to pass. In 1998, the League opposed Referendum 695, which limited new license tab fees to $30 per year and abolished the Motor Vehicle Excise Tax (MVET).

- LWVWA then submitted an Amicus Curiae brief to the State Supreme Court, which ruled that I-695 was unconstitutional. When the state legislature voted to rescind the MVET and to implement the $30 car tab fee, the League opposed the efforts to eliminate the MVET.

- In 2000, the League worked to defeat I-745, which would have required 90% of all transportation funding be used only for road construction and maintenance. The League supported the current GOVERNOR’S BLUE RIBBON COMMISSION ON TRANSPORTATION that recommended 1/3 of all new transportation funding be allocated to transit.

- In 2005, based on its Consensus Positions, LWVWA supported a bipartisan package that included a 9.5% gas tax increase, phased in over four years, along with other motor vehicle fees, in order to deal with the underfunded transportation infrastructure, as well as to provide flexible funding for rail, transit, vanpools and commute trip reduction.

- In November 2005, Initiative 912 attempted to rescind the increased gas tax. LWVWA joined in defeating the initiative. In 2006, LWVS supported the successful passage of the 9-year Seattle levy called “BRIDGING THE GAP” to tackle the backlog of city street, sidewalk, bridge and other maintenance and improvement projects.

- In 2008, LWVWA supported the state Regional Transit Improvement District (RTID) legislation. Regional voters in three counties failed to approve the proposal in the Puget Sound area.

- In 2009, the League opposed Initiative 985, which required a performance audit on every major state traffic corridor. It failed to be approved by state voters.
CONSIDER: A COMPLETE CHANGE IN PRIORITIES
SUSTAINABLE TRANSPORT

Todd Littman, Transportation Planner for the Victoria (B.C.) Transport Institute (www.vtpi.org), offers a new approach to transportation planning. He focuses on Total Vehicle Miles (TVM) with mobility management and new methods of charging for transportation facilities as more energy efficient vehicles stimulate the purchase of new cars and just add to the mix on our congested freeways.

Mobility management, his “Sustainable Transportation Strategies” (STG), is directed at multi-modal planning objectives, actions to reduce environmental impacts that include changes in the footprint of roads on the land and community, congestion costs, consumer road and parking costs, accident reduction, improved mobility for non-drivers and improved public fitness and health.

Littman’s solutions include reforms that begin with how transportation resources are planned— converting fixed vehicle costs to mileage-based user fees, parking management, multi-modal transportation Urban Corridor Performance (UCP) monitoring, Transportation Demand Management (TDM) instead of planning for increased needs for vehicles, driving disincentives, High Occupancy Vehicle (HOV)/transit/ride-share, walking, cycling, road pricing, Commute Trip Reduction (CTR) and smart growth policies.

Planning for transportation should be a means to a societal goal, not an end in itself. The current funding policies that restrict particular kinds of transportation to particular sources of funds and keep those funds separate in impregnable “silos” create inequities and biases for our overall transportation plans/projects and programs. Silo-driven transportation policy has the goal of mobility and congestion relief, but it results in more roads and more vehicle miles traveled, leading to more congestion, while it empowers traffic engineers and advocates for more roads at the expense of the entire community.

Mr. Littman defines accessibility differently than do the current policies. He gives greater consideration to issues of equity and least cost to the people, the environment and our health. He would like transportation decisions to empower a range of stakeholders.
A TRANSPORTATION CHRONOLOGY  1958 – 2000

Early History 1852 – 1941
1852-Town of Seattle is established.
1858-The first successful steam ferry, “Mosquito Fleet,” is launched.
1873-Tacoma wins the terminus of the Northern Pacific Railroad.
1884-Seattle’s first street railway begins service.
1887-First Seattle cable railway begins service from Pioneer Square to Leschi Park.
1889-Work begins on the interurban railways from Seattle to Georgetown and Renton.
1890-Stone and Webster buys Seattle’s private street railways to form Seattle Electric Street Railway (SESR). The first auto arrives in Seattle. King County begins operating ferries on Lake Washington.
1891-Construction of the interurban railways to Tacoma and Everett begins.
1900-Puget Sound Electric Railways begins interurban service between Seattle and Tacoma. West Seattle becomes the first city in the U.S. to own and operate a street railway.
1902-Great Northern completes tunnel under downtown and opens King Street Station.
1907-1913-Seattle voters approve funds for the first and second streetcar line.
1911–1913-Seattle voters turn down financing for Virgil Bogue’s Grand Urban Design for Seattle, which includes a railroad depot at the south end of Lake Union.
1912-Seattle voters turn down financing for Virgil Bogue’s Grand Urban Design for Seattle, which includes a railroad depot at the south end of Lake Union.
1913-Streetcar line begins service between Ballard and downtown Seattle.
1918-Seattle voters purchase the SESR from Stone and Webster for $15 million.
1922-State Supreme Court halts the use of general tax revenue to subsidize Seattle streetcars, leading to bankruptcy of the system.
1928-Puget Power ends interurban rail services between Seattle, Tacoma and Bellingham.
1939-Seattle to Everett interurban shuts down.
1940-Seattle receives a federal loan of $10.2 million to pay off debts, replace streetcars, buy electric trolleys and establish an independent Seattle Transportation Commission.
1941-Last streetcar completes its last run. The $5.5 million cross-lake floating bridge (Lacey B. Murrow) opens. (First concrete floating bridge in the world.) Nine years later the bonds are paid off.

Post-War to 1990
1944-Seattle’s wartime bus ridership peaks at 130 million passengers a year.
1951-State buys the Black Ball ferries for $4.9 million and begins public operation.
1953-The Alaskan Way Viaduct opens. The State Highway Department rejects proposal for rail transit as part of the proposed Central Seattle Freeway (I-5).
1956-Congress adopts the National System of Interstate and Defense Highways.
1958-Voters reject Metro ballot proposal with six powers, but approve a scaled-down sewer plan. (The “Clean-up Polluted Lake Washington Campaign” was successful.)
1960-Reversible lanes are installed on the floating bridge.
1961-The I-5 Central Seattle Freeway opens. (4500 Seattle parcels, some with homes, were taken.)
1962-Voters reject a proposal to let Metro plan and operate public transit.
1968-Voters approve seven Forward Thrust bonds, but not transit.
1970-Voters reject resubmitted Forward Trust transit bond proposal.
1971-Federal court finds the proposed I-90 Freeway EIS inadequate and construction plans are halted.
1972-Puget Sound Governmental Conference (PSGC) adopts a King County all-bus plan.
1972-Seattle voters stop plans for the R.H. Thompson Expressway and the Bay Freeway.
    King County voters approve all-bus plan with a 0.3% sales tax for Metro transit.
    (Seattle and suburban transit ridership at all-time low of 31 million per year.)
1973-Metro Transit starts operating buses throughout Seattle and King County.
1975-City Referendum approves construction of the West Seattle Bridge, previously approved by the city council in 1972.
1976-I-90 Memorandum of Agreement is signed.
1977-New, seven-member State Transportation Commission established. (Previously five-member State Highway Commission.)
1979-The last Evergreen Point Bridge toll is paid, 20 years ahead of time.

Regional Transit/Transportation History 1980 – 2000
1980- King County voters reject a 0.3% increase for Metro transit in September. In November the voters narrowly approve the increase in a second vote. Annual ridership now at 66 million.
1981-A PSGC transportation study concludes that regional rail is feasible and warrants additional evaluation.
1988-King County voters overwhelmingly approve an advisory ballot calling for accelerated planning to start rail service by 2000. Metro council accelerates planning for high capacity transit.
1989- I-90 corridor between Bellevue and Seattle officially opened.
1990-Metro-built downtown transit tunnel opened.
1990-The state legislature enacts the High Capacity Transit Act, with members from three counties delegated to oversee the planning process. The Growth Management Act passes. The Puget Sound Council of Governments adopts the first regional policy plan, Vision 2020, linking growth strategies to transportation planning.
1990-The 50-year-old floating bridge sinks during a storm and reconstruction.
1992-The legislature enables a three-county Regional Transit Authority, to be formed with approval by the participating counties. The draft Environmental Impact Statement for the regional transit plan is issued and approved. METRO transit and water quality program are merged into King County.
1993-The three county councils vote to create a Regional Transit Authority (RTA) and develop a recommended plan and financing package for voter submittal.
1994- The RTA board sends a $6.7 billion Light Rail/Express Bus/Commuter Rail proposal to the voters.
1995-Regional voters turn down the RTA plan (53.5% to 46.5%)
1996-The RTA Board adopts Sound Move a revised $3.9 billion (1995$) ten-year regional transit proposal with light rail eliminated to the eastside. The new proposal is submitted to the voters in the fall and approved (57% to 43%). The vote authorizes a 4% local sales tax and a 0.3% MVET.
1997-Sound Transit (new name) inaugurates first transit service partnering with local bus systems.
1998-Design for the central Link light rail system begins.
1999-Initiative 695 is approved by the voters to reduce the MVET based upon auto value to a flat $30 per/year fee per vehicle. (Sound Transit voter-approved MVET is not impacted). All local transit,
state highways and ferries lose significant funding. Referendum 49, approved by the voters in 1998, and funded primarily by the MVET, is cancelled. Ref 49 provided $2.4 billion in state highway bonds for construction projects.

2000-The League of Women Voters of Washington files an “amicus curiae” (friend of the court) supporting the challenge to the constitutionality of I-695 sponsored by transit unions and others.

Events in transportation since 2000 are included in our current briefing packet.

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**JUNE UNIT INFORMATION**

The League of Women Voters of Seattle units take a break during the summer months, resuming regular meetings in September. Some units begin their break in June; others hold informal fundraisers or plan social get-togethers.

Plans for some units are listed below. For all others, please call unit leader for information.

- The Southend Unit plans a party in June; contact unit leader Marian Wolfe or Susan Jones for time and place.

- The Ballard/Magnolia/Queen Anne Day Unit will meet on Saturday, June 4, at 10 a.m, at the Ballard Public Library, 5614 22nd Ave NW. The topic will be emergency preparedness. Contact unit leader Kerry Peterson at (206) 329-4848 for more information.

- The Queen Anne/Magnolia/Ballard Evening Unit will meet on Wednesday, June 15. Call unit leader Karen Adair for more information and location.
## Unit Meetings

### MAY UNIT INFORMATION

<table>
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<tr>
<th>Monday, May 9</th>
<th>Phone</th>
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<th>Location</th>
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<tr>
<td><strong>CAPITOL HILL/MONTLAKE</strong> — Jan O'Connor/Zita Cook</td>
<td>(206) 329-4848 7:15 p.m.</td>
<td>Linnea Hirst, 1602 E. McGraw</td>
<td></td>
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<tr>
<td><a href="mailto:oconnor.js@gmail.com">oconnor.js@gmail.com</a></td>
<td><a href="mailto:zzitamcook@comcast.net">zzitamcook@comcast.net</a></td>
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| **FIRST HILL** — Jeannette Kahlenberg | (206) 329-4848 10:00 a.m. | Horizon House, 900 University St., Sky Lounge, Mary Margaret Pruitt, hostess |
| kahlenb@gmail.com |

| **SOUTHEND** — Marian Wolfe/Susan Jones | (206) 329-4848 7:30 p.m. | Lila Bulen, 3716 Cascadia Ave. S. |
| hedgwolfe@aol.com | susan@monckjones.com |

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<th><strong>Tuesday, May 10</strong></th>
<th>Phone</th>
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<tr>
<td><strong>BELLEVUE</strong> — Bonnie Rimawi</td>
<td>(206) 329-4848 10:00 a.m.</td>
<td>Bellevue Public Library, Rm. 6</td>
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<tr>
<td><a href="mailto:bonnierim@aol.com">bonnierim@aol.com</a></td>
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| **NORTH END AFTERNOON** — Helen St. John | (206) 329-4848 12:30 p.m. | Sybil Knudson, 1745 N 128th St. |
| hbstjohn@gmail.com |

| **WEST SEATTLE** — Ethel Williams/Hazel Schiffer | (206) 329-4848 12:30 p.m. | The Kenney |
| etheljw1@q.com | hazelms@drizzle.com | 7125 Fauntleroy Way SW |

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<th><strong>Wednesday, May 11</strong></th>
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<tbody>
<tr>
<td><strong>VIEW RIDGE</strong> — Gail Winberg</td>
<td>(206) 329-4848 12:45 p.m.</td>
<td>Gail Winberg, 6004 NE 60th St.</td>
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<tr>
<td><a href="mailto:winbergeng@q.com">winbergeng@q.com</a></td>
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| **QUEEN ANNE/MAGNOLIA/BALLARD EVE.** — Karen Adair | (206) 329-4848 7:30 p.m. | Mary Burki, 8706 40th Ave. SW |
| adairk@seanet.com |

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<th><strong>Thursday, May 12</strong></th>
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<th>Location</th>
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<tr>
<td><strong>ISSAQUAH DAY</strong> — Connie Reed/Dorris Martin</td>
<td>(206) 329-4848 10:00 a.m.</td>
<td>Margaret Austin</td>
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<tr>
<td><a href="mailto:reedhtop@earthlink.net">reedhtop@earthlink.net</a></td>
<td><a href="mailto:dorrismrtn@aol.com">dorrismrtn@aol.com</a></td>
<td>25230 SE Mirrormont Dr., Issaquah</td>
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**LUNCH FOLLOWING MEETING**  Call for directions
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<tr>
<td><strong>MERCER ISLAND</strong> — Lucy Copass/Cynthia Howe</td>
<td><a href="mailto:lucyco@speakeasy.org">lucyco@speakeasy.org</a></td>
<td>(206) 329-4848 9:15 a.m.</td>
<td>Mercer Island Presbyterian Church</td>
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<tr>
<td></td>
<td><a href="mailto:howe.john@comcast.net">howe.john@comcast.net</a></td>
<td></td>
<td>3605 84th Ave. SE, Mercer Island</td>
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<tr>
<td><strong>UNIVERSITY HOUSE/WALLINGFORD</strong> — Charles and Nancy Perkins</td>
<td><a href="mailto:perkwz@msn.com">perkwz@msn.com</a></td>
<td>(206) 329-4848 10:00 a.m.</td>
<td>University House</td>
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<td>4400 Stone Way N</td>
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<td><strong>Friday, May 14</strong></td>
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<tr>
<td><strong>BAYVIEW</strong> — Peg Williams</td>
<td><a href="mailto:pwilliams@brc-res.com">pwilliams@brc-res.com</a></td>
<td>(206) 329-4848 1:30 p.m.</td>
<td>Bayview Retirement Community</td>
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<td>4th Floor Solarium</td>
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<td><strong>Wednesday, May 18</strong></td>
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<td><strong>N. KING COUNTY</strong> — Marjorie Hawkes/Raelene Gold</td>
<td><a href="mailto:mshawkesis@gmail.com">mshawkesis@gmail.com</a></td>
<td>(206) 329-4848 9:30 a.m</td>
<td>Third Place Commons</td>
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<tr>
<td></td>
<td><a href="mailto:raelene@seanet.com">raelene@seanet.com</a></td>
<td></td>
<td>Meeting Room</td>
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<td><strong>Thursday, May 19</strong></td>
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<tr>
<td><strong>SHORELINE</strong> — Juliet Beard</td>
<td><a href="mailto:juliet@windermere.com">juliet@windermere.com</a></td>
<td>(206) 329-4848 4:30 p.m.</td>
<td>Richmond Beach Congregational Church</td>
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<td>NW 195th St &amp; 15th Ave NW</td>
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<tr>
<td><strong>NORTH CENTRAL</strong> — Jan Orlando</td>
<td><a href="mailto:orlanre@aol.com">orlanre@aol.com</a></td>
<td>(206) 329-4848 7:30 p.m.</td>
<td>Virginia Barker, 6509 46th NE</td>
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<td><strong>Saturday, May 21</strong></td>
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<tr>
<td><strong>BALLARD/MAGNOLIA/QUEEN ANNE DAY</strong> — Kerry Peterson</td>
<td></td>
<td>(206) 329-4848 10:00 a.m</td>
<td>Seattle Public Library, Ballard Branch</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5614 22nd Ave. NW</td>
</tr>
</tbody>
</table>

The KIRKLAND/REDMOND Unit (Sheila Hoff, unit leader) will not meet in May.
## Board & Committee Contacts

### Executive Committee

<table>
<thead>
<tr>
<th>Term</th>
<th>Position</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009–2011</td>
<td>President</td>
<td>Allison Feher</td>
<td><a href="mailto:president@seattlelwv.org">president@seattlelwv.org</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>1st V.P. Action</td>
<td>Nan Moore</td>
<td><a href="mailto:nanaction@comcast.net">nanaction@comcast.net</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>2nd V.P. Membership</td>
<td>Kelly Powers</td>
<td><a href="mailto:membership.seattlelwv@gmail.com">membership.seattlelwv@gmail.com</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>3rd V.P. Public Relations</td>
<td>Jean Carlson</td>
<td><a href="mailto:jean.carlson@att.net">jean.carlson@att.net</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>4th V.P. Voter Editor</td>
<td>Beatrice Crane</td>
<td><a href="mailto:votereditor@seattlelwv.org">votereditor@seattlelwv.org</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>Treasurer</td>
<td>Judy Bevington</td>
<td><a href="mailto:treasurer@seattlelwv.org">treasurer@seattlelwv.org</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Secretary</td>
<td>Joanna Cullen</td>
<td><a href="mailto:jfoxcullen@gmail.com">jfoxcullen@gmail.com</a></td>
</tr>
</tbody>
</table>

### Directors

<table>
<thead>
<tr>
<th>Term</th>
<th>Position</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010–2012</td>
<td>Outreach</td>
<td>Brigitte Ashley</td>
<td><a href="mailto:brigitreashley@hotmail.com">brigitreashley@hotmail.com</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Unit Coordinator</td>
<td>Diana Henderson</td>
<td><a href="mailto:whender912@aol.com">whender912@aol.com</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Voter Service</td>
<td>Julie Anne Kempf</td>
<td><a href="mailto:julie@kempf.com">julie@kempf.com</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Communications</td>
<td>Kathy Sakahara</td>
<td><a href="mailto:kathysakahara@gmail.com">kathysakahara@gmail.com</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Voter Service</td>
<td>Cyndi Woods</td>
<td><a href="mailto:cyndiwoods@comcast.net">cyndiwoods@comcast.net</a></td>
</tr>
</tbody>
</table>

### Education Fund Board

<table>
<thead>
<tr>
<th>Term</th>
<th>Position</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009–2011</td>
<td>Co-President/Treasurer</td>
<td>Denise Smith</td>
<td><a href="mailto:issaquahsmith@msn.com">issaquahsmith@msn.com</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>Co-President</td>
<td>Laura Weese</td>
<td><a href="mailto:laura899@earthlink.net">laura899@earthlink.net</a></td>
</tr>
<tr>
<td>2009–2011</td>
<td>Secretary</td>
<td>Kris Bushley</td>
<td><a href="mailto:abushley@earthlink.net">abushley@earthlink.net</a></td>
</tr>
<tr>
<td>2010–2012</td>
<td>Director</td>
<td>Ruth Schroeder</td>
<td><a href="mailto:schrdrcrl@comcast.net">schrdrcrl@comcast.net</a></td>
</tr>
</tbody>
</table>

### Off-Board Positions

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIS Coordinator</td>
<td>Cynthia Howe</td>
<td><a href="mailto:howe.john@comcast.net">howe.john@comcast.net</a></td>
</tr>
</tbody>
</table>

### Committees

<table>
<thead>
<tr>
<th>Category</th>
<th>Co-Chairs</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civics Education</td>
<td>Dana Twilight</td>
<td><a href="mailto:dctwight@mac.com">dctwight@mac.com</a></td>
</tr>
<tr>
<td>Economics &amp; Taxation</td>
<td>Nora Leech</td>
<td><a href="mailto:nleech2002@yahoo.com">nleech2002@yahoo.com</a></td>
</tr>
<tr>
<td>Education</td>
<td>Lucy Gaskill-Gaddis</td>
<td><a href="mailto:terrylucy2u@comcast.net">terrylucy2u@comcast.net</a></td>
</tr>
<tr>
<td>Social Justice Committee</td>
<td>Kathleen Randall</td>
<td><a href="mailto:kathleenr8@gmail.com">kathleenr8@gmail.com</a></td>
</tr>
<tr>
<td>Immigration</td>
<td>Barbara Reid</td>
<td><a href="mailto:barbereid@yahoo.com">barbereid@yahoo.com</a></td>
</tr>
<tr>
<td></td>
<td>Barbara Yasui</td>
<td><a href="mailto:daruma52@msn.com">daruma52@msn.com</a></td>
</tr>
<tr>
<td>International Relations</td>
<td>Ellen Berg</td>
<td><a href="mailto:ellenberg@msn.com">ellenberg@msn.com</a></td>
</tr>
<tr>
<td>Land Use</td>
<td>Karen Kane</td>
<td><a href="mailto:kanek@iopener.net">kanek@iopener.net</a></td>
</tr>
<tr>
<td>Transportation</td>
<td>Janet Winans</td>
<td><a href="mailto:janetwinans@earthlink.net">janetwinans@earthlink.net</a></td>
</tr>
</tbody>
</table>
LWV SEATTLE: MAY FORUM

Smart Transportation Choices and How to Fund Them

Seattle First Baptist Church
1111 Harvard Ave.
(the corner of Harvard and Seneca)
Seattle, WA

Thursday, May 5
6:30 p.m. - Discussion Leader Briefing
7:30 p.m. - Forum

All forums are open to the public.

Speakers include:

- **Fred Jarrett**, Deputy King County Executive
- **Peter Hahn**, Director, Seattle Department of Transportation
- **Celia Kupersmith**, Deputy CEO, Sound Transit
- **Erica Barnett**, Transportation Reporter, Publicola

Moving? Let us know!
Call the League office at (206) 329-4848 or email info@seattlelwv.org