



# SEATTLE CITY COUNCIL

Dear King County Council Colleagues--

As King County considers new revenue options for funding roads maintenance in unincorporated King County, a focus on affordability and equity is critical. Passthrough dollars to cities is a good start, but the proposal to cap that funding and restrict how it can be spent is not acceptable nor equitable. We ask that King County Council consider removing the binding cap that solely impacts City of Seattle.

Under proposed Amendment 2A, our central staff analysis suggests that cities like Hunts Point, Yarrow Point, Beaux Arts Village, and others would receive a disproportionately high amount of passthrough funding per capita. And the redistribution of Seattle's sales tax dollars won't go to the small cities that need this funding most, like Skykomish and Carnation; these dollars will go to medium and large cities such as Redmond, Kirkland, and Sammamish. Meanwhile, Seattle will receive the lowest per capita amount of any city in King County. Further, under this amendment, the total amount Seattle would be eligible for would drop dramatically from approximately \$4,812,197 to \$1,910,625. Like many cities, the City of Seattle is grappling with a structural budget deficit and increased demand for city services. With this in mind, we have significant concerns with a proposal that will shift our residents' tax dollars from Seattle to other cities.

Seattle voters frequently champion transportation investments at the ballot box, and we do not take that support for granted. Per the authorizing RCW 36.73.020, jurisdictions are able to establish transportation benefit districts to fund transportation improvement projects, and we encourage more jurisdictions to consider establishing their own transportation benefit districts to fund their own services.

Seattle residents already pay the highest sales taxes in the country. That is not something to be celebrated, but rather it reflects our deeply regressive tax code and the limited revenue options afforded to jurisdictions to fund our basic services. The poorest Seattleites pay a higher percentage of their income in taxes than any of the residents of the county's richest enclaves.

Seattleites have shown we are willing to shoulder our fair share of the burden, but our residents deserve a fair share of the returns. Should a King County roads measure pass, it must include passthrough funding without a cap.

We look forward to continued collaboration on transportation infrastructure matters.

Council President Joy Hollingsworth

Councilmember Dionne Foster

Councilmember Debora Juarez

Councilmember Eddie Lin

*Alexis Mercedes Rinck*

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Councilmember Alexis Mercedes Rinck

*Rob Saka*

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Councilmember Rob Saka

*Maritza Rivera*

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Councilmember Maritza Rivera

*Dan Strauss*

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Councilmember Dan Strauss