

Testimony re RCW 81.104.160

Law & Justice Committee, September 26, 2017

David K. DeWolf
Professor Emeritus, Gonzaga Law School

Chairman Padden, members of the Committee, thank you for allowing me to testify. For the record I am David DeWolf, Professor Emeritus, Gonzaga Law School, and I appear today on my own behalf.

I have been asked to evaluate the constitutionality of the provisions of RCW 81.104.160(1)¹ that establishes the motor vehicle excise tax (or MVET) to be applied by regional transit authorities. The complaint that has been raised regarding this section is that it fails to comply with our state constitution, Article II, §37, which requires that legislation

¹ **RCW 81.104.160. Motor vehicle excise tax for regional transit authorities--Sales and use tax on car rentals--Former motor vehicle excise tax repealed**

(1) Regional transit authorities that include a county with a population of more than one million five hundred thousand may submit an authorizing proposition to the voters, and if approved, may levy and collect an excise tax, at a rate approved by the voters, but not exceeding eight-tenths of one percent on the value, under chapter 82.44 RCW, of every motor vehicle owned by a resident of the taxing district, solely for the purpose of providing high capacity transportation service. The maximum tax rate under this subsection does not include a motor vehicle excise tax approved before July 15, 2015, if the tax will terminate on the date bond debt to which the tax is pledged is repaid. This tax does not apply to vehicles licensed under RCW 46.16A.455 except vehicles with an unladen weight of six thousand pounds or less, RCW 46.16A.425 or > 46.17.335(2). Notwithstanding any other provision of this subsection or chapter 82.44 RCW, a motor vehicle excise tax imposed by a regional transit authority before or after July 15, 2015, must comply with chapter 82.44 RCW as it existed on January 1, 1996, until December 31st of the year in which the regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before July 15, 2015. Motor vehicle taxes collected by regional transit authorities after December 31st of the year in which a regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before July 15, 2015, must comply with chapter 82.44 RCW as it existed on the date the tax was approved by voters.

amending the current statutory framework must set forth in full the changes to be made to an existing statute rather than identifying the change merely by reference.

I would like to address two issues in my testimony: first, I want to provide some background on Article II, § 37. Second, applying what we know about Article II, § 37, did RCW 81.104.160(1) violate this provision? There is obviously a third issue, which is, if RCW 81.104.160(1) is rendered null and void because of its conflict with the constitutional provision, what is to be done? I do not express an opinion regarding this third issue, since it will undoubtedly pose a host of difficult policy issues that lie beyond my competence.

First, let me provide some background on Article II, §37. It is a single sentence: “No act shall ever be revised or amended by mere reference to its title, but the act shall be set forth at full length.” As our Supreme Court has explained, the purpose of this provision is “to ensure disclosure of the general effect of the new legislation and to show its specific impact on existing laws in order to avoid fraud or deception.”²

It is important to remember the function that our state constitution plays in our system of government. In addition to providing the instruction manual for how government is to operate, our state constitution puts restraints on government to insure that government remains the servant of the people rather than their master. Without constitutional constraints, the power that the people have assigned to government could quickly expand to the point where it displaced the very freedoms that government was created to protect. And, after all, that is its purpose; the very first sentence of our state constitution

² Washington Citizens Action of Washington v. State, 162 Wn.2d 142, 152, 171 P.3d 486, 491 (2007).

declares that the powers of government are derived from the consent of the governed, and that the purpose of government is to protect and maintain individual rights.

Article II, § 37 is an expression of this vision of limited government. It insures that any new law will only be adopted with the full consent of the governed, because they (or their elected representatives) have been given full disclosure of whatever changes the new law will bring about. Many of us regularly use the provisions of a word processing program that can produce so-called “red-line” versions of a document—showing exactly what has been subtracted and what has been added to the text when it was revised. This is what our state constitution requires—if a new law amends or revises an existing law, the changes must be spelled out “at full length.”

Again, our Supreme Court has explained, “Citizens or legislators must not be required to search out amended statutes to know the law on the subject treated in a new statute. Under article II, section 37, a new statute must explicitly show how it relates to statutes it amends.”³ It is important to note that this constraint applies equally to legislation passed by the legislature and signed by the governor as it does to initiatives placed on the ballot by the people themselves.⁴ In both cases there needs to be clarity as to what is being changed and what will result from passage of the proposed legislation.⁵

³ Washington Ass'n of Neighborhood Stores v. State, 149 Wash.2d 359, 373, 70 P.3d 920, 927 (2003).

⁴ State v. Tessema, 139 Wash. App. 483 (2007) rev. denied 163 Wash. 2d 1018 (Wash. 2007); Washington Citizens Action of Washington v. State, 162 Wn.2d 142, 171 P.3d 486 (2007).

⁵ As our Supreme Court said more than a century ago:

The mischief designed to be remedied was the enactment of amendatory statutes in terms so blind that legislators themselves were sometimes deceived in regard to their effect, and the public, from the difficulty in making the necessary examination and comparison,

In the same way the constitution applies both to small changes as well as large ones. Simple changes require very little effort to ensure compliance with Article II, § 37. On the other hand, lengthy changes make the constitutional requirement even more important, because substantial changes should be set forth in a way that permits careful examination of each proposed revision.

Even though legislators, unlike individual citizens voting on a ballot initiative, have a staff to assist them in determining the meaning of a proposed statutory amendment, the concern about avoiding fraud and deception is no less applicable. Again, as our Supreme Court has recognized, legislators do not operate in a vacuum; they are regularly contacted by individuals and groups who want to have an influence on pending legislation. Participation requires having access to the actual text of legislation that is being proposed. Unless Article II, § 37 is followed, those individuals and groups will be deprived of the ability to participate meaningfully in the legislative process, and the goal of an accountable government will be frustrated.

The last point I will make with regard to the purpose of Article II, §37 is to address the perception that we are squabbling over

failed to become apprised of the change in the laws. An amendatory act which purported only to insert certain words, or to substitute one phrase for another in an act or section which was only referred to but not re-published, was well calculated to mislead the careless as to its effect, and was, perhaps, sometimes drawn in that form for that express purpose. Endless confusion was thus introduced into the law, and the constitution wisely prohibited such legislation. But an act complete in itself is not within the mischief designed to be remedied by this provision, and cannot be held to be prohibited by it without violating its plain intent.

Spokane Grain & Fuel Co. v. Lyttaker, 59 Wash. 76, 78, 109 P. 316 (1910), quoting People v. Mahaney, 13 Mich. 481, 497 (1865).

technicalities when we should be addressing the substance of the issues involved. I would recall the words of the constitutional scholar Alexander Bickel, who noted that some think that there is a virtue in “cutting through legal technicalities, in piercing through procedure to substance. But legal technicalities are the stuff of law, and piercing through a particular substance to get to procedures suitable to many substances is in fact what the task of law most often is.”⁶

I will now turn to the second issue, which is whether RCW 81.104.160 complies with Article II, § 37. As short and simple as this provision is, it still leaves room for interpretation. In particular, what does it mean to “revise” or “amend” an existing statute? Our Supreme Court again has made clear that Article II, § 37 is not implicated merely because a new statute “affects” existing laws; it must render some other statutory provision “erroneous.”⁷ Numerous Supreme Court cases have reaffirmed the two-part test to judge whether there is compliance with the constitution: First, does the new statute require reference to other statutes to determine its meaning; and second, does the new statute render an existing statute erroneous?⁸

⁶ Alexander M. Bickel, “Watergate and the Legal Order,” Commentary, January 1, 1974, available at <https://www.commentarymagazine.com/articles/watergate-and-the-legal-order/>

⁷ Washington Educ. Ass'n v. State, 97 Wn.2d 899, 903 652 P.2d 1347, 1349 (1982).

⁸ Washington Citizens Action of Washington v. State, 162 Wn.2d 142, 171 P.3d 486 (2007); State v. Tessema, 139 Wash. App. 483 (2007) rev. denied 163 Wash. 2d 1018 (Wash. 2007); Citizens for Responsible Wildlife Management v. State, 149 Wn.2d 622, 71 P.3d 644 (2003); Retired Public Employees Council of Washington v. Charles, 148 Wn.2d 602, 62 P.3d 470 (2003); Amalgamated Transit Union Local 587 v. State, 142 Wn.2d 183, 11 P.3d 762 (2000); Washington Citizen Action v. Office of Ins. Com'r, 94 Wn.App. 64, 971 P.2d 527 (Wash.App. Div. 2 1999); Elford v. City of Battle Ground, 87 Wn.App. 229, 941 P.2d 678 (Wash.App. Div. 2 1997); Fray v. Spokane County, 85 Wn.App. 150, 931 P.2d 918 (Wash.App. Div. 3 1997); State v. Manussier, 129 Wn.2d 652, 921 P.2d 473 (Wash. 1996) 593 passes State v. Thorne, 129 Wn.2d 736, 921 P.2d 514 (1996); Washington Educ. Ass'n v. State, 97 Wn.2d 899, 903 652 P.2d 1347, 1349 (1982); Weyerhaeuser v. King County, 91 Wn.2d 721, 592 P.2d 1108 (1979).

There are two cases that help clarify whether Article II, § 37 has been complied with. The first is *Washington Education Association* from 1982.⁹ In that case the legislation¹⁰ authorized reductions in force at community colleges due to financial exigency. The WEA challenged the constitutionality of that statute because there was an existing statute¹¹ that set forth the procedure to be followed in order to dismiss a tenured faculty member for cause. The new statute did not set forth the previous statute in full, and the WEA argued that the provisions for financial exigency in effect amended the previous statute. Our Supreme Court disagreed. The Court held that the new statute affected the existing statute, but it didn't render the more general statute erroneous. In effect, the new statute provided for exceptional cases whereas the existing statute remained true for all other cases. It recognized that it was a close call, but it looked to the purpose of Article II, § 37: did the failure to set forth the previous statute in full result in confusion or outright deception? No, said the Court; the way the new statute related to the existing law was "apparent" from the way the statutes were structured.

The second illuminating case is *Almalgamated Transit*, decided by our Supreme Court in 2001. That case also dealt with limitations on motor vehicle excise taxes, in that case resulting from the initiative process rather than legislative enactment. Among other arguments the challengers pointed to the effect that the initiative would have on existing statutes that permitted the levying of assessments or other taxes. The court agreed that because the initiative was neither complete in itself, and because it would render other taxing statutes at least

⁹ *Washington Educ. Ass'n v. State*, 97 Wn.2d 899, 903 652 P.2d 1347, 1349 (1982).

¹⁰ RCW 28B.50.873.

¹¹ RCW 28B.50.850 et seq.

somewhat erroneous, the initiative did not comply with Article II, § 37 because it did not set forth those changes in full.

Let us now turn to RCW 81.104.160 with these considerations in mind. The first question is whether RCW 81.104.160 is complete in itself, making its effect clear without reference to other statutes. The answer to this question is clearly No. The objectionable part of 160(1) is the sentence that begins “Notwithstanding . . .” It is not complete in itself, addressing a topic that was missing from the existing statutory framework. Instead, it is designed in part to supersede an existing statute, which already contained limitations on MVETs. But instead of identifying the schedule for valuation to be used, it contains a reference to a valuation schedule that itself had been superseded by a law that revised the valuation schedule.¹² Not only that, but 160(1) refers only to the entire chapter of RCW 82.44, without specifying the particular section that contained the schedule for excise taxes.

In other words, 160(1) does not introduce a new, complete statutory scheme, but rather makes changes to an existing law, and therefore is required to set forth in full the statutory language that is being changed rather than merely making reference to it.

The second question is whether it merely affects an existing statute, as was found to be the case in *WEA*, or whether instead it amends or revises an existing statutory provision, with the result that an existing statute is made “erroneous.” To repeat an earlier observation, merely affecting a statute does not trigger the requirements of Article II, § 37. But when we look at the statute that RCW 81.104.160 supersedes, there can be no doubt that it renders the existing statute “erroneous” and therefore fits the constitutional definition of a substantial amendment or

¹² RCW 82.44.041.

revision. The statute that is superseded by RCW 81.104.160(1) is RCW 82.44.035. That provision sets forth the current limitations on the motor vehicle excise taxes. Section 3¹³ specifies that the value of passenger vehicles is first set at 85% of the retail price of the vehicle, and then is reduced according to the age of the vehicle, using the following schedule:

(PREVIOUS STATUTE)	
YEAR OF SERVICE	PERCENTAGE
1	100
2	81
3	72
4	63
5	55
6	47
7	41
8	36
9	32
10	27

Per 81.104.160, which borrows the schedule in effect in 1996 (which is no longer the law), there is no initial reduction to 85% of the retail value of the car. In addition, the reduction in value based on the years of service of the car is considerably higher if the 2015 statute is used compared to the 1996 schedule that is referenced in RCW

¹³ For the sake of clarity and simplicity, I am using only passenger vehicles, and only the first ten years of vehicle life.

81.104.160. The following schedule was the one displaced by RCW 81.104.160:

(EFFECT OF RCW 81.104.160)

YEAR OF SERVICE	PERCENTAGE
1	100
2	95
3	89
4	83
5	74
6	65
7	57
8	48
9	40
10	31

If you compare the effective rate that results from not starting with 85% of the retail price, and using a more limited reduction for years in service, there is a significantly higher limit on the valuation of vehicles for purposes of the imposition of an MVET. The following chart shows that difference in the column on the right hand side shaded in yellow:

(RCW 81.104.160)		(RCW 82.44.035)			
1996 Schedule		2015 Schedule		% increase	
YEARS OF SERVICE	%AGE	YEARS OF SERVICE	%AGE	0.85	
1	100	1	100	85	18
2	95	2	81	68.85	38
3	89	3	72	61.2	45
4	83	4	63	53.55	55
5	74	5	55	46.75	58
6	65	6	47	39.95	63
7	57	7	41	34.85	64
8	48	8	36	30.6	57
9	40	9	32	27.2	47
10	31	10	27	22.95	35

It is my understanding that a significant number of legislators, as well as interested parties who thought they understood the effect of RCW 81.104.160, were completely blindsided by this dramatic increase. While I don't think it is necessary to cite individual cases of deception, this is precisely the "mischief" that our Supreme Court identified more than a century ago that Article II, § 37 was designed to prevent. Again, comparing 160(1) to the Washington Education Association case, in which there was a change to the job security of tenured faculty members—but everyone voting on the statute knew exactly what was at stake—160(1) effected a dramatic change without full disclosure. Not only is there a technical non-compliance, but this case clearly demonstrates why Article II, § 37 was written into our state constitution.

As I said at the beginning, I offer no guidance as to what implications flow from a finding of non-compliance. But, as the saying goes, that's why you get paid the big bucks.

As always, I am grateful to the Committee for permitting me to testify. I am happy to answer any questions you may have.

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**SOUND TRANSIT
YTD MAY 2017 AGENCY DUES**

VENDOR	AMOUNT
KENT CHAMBER OF COMMERCE	\$2,000
FIFE MILTON EDGEWOOD CHAMGER O	\$1,245
SEATTLE METROPOLITAN CHAMBER O	\$3,500
Jan 17 APTA	\$4,859
SEATTLE METROPOLITAN CHAMBER O	\$10,500
GREATER SEATTLE BUSINESS ASSOC	\$7,500
WA STATE TRANSIT ASSOCIATION	\$40,000
Feb 17 APTA	\$4,859
COMTO Agency Membership	\$15,300
WOMEN'S TRANSPORTATION SEMINAR	\$850
FUTUREWISE	\$5,000
ECONOMIC ALLIANCE SNOHOMISH CO	\$1,000
March 17 APTA	\$4,859
FORTERRA NW	\$2,500
TACOMA-PIERCE COUNTY ECON DEV'	\$6,000
ECONOMIC DEVELOPMENT COUNCIL (\$5,000
DOWNTOWN SEATTLE ASSOCIATION	\$2,300
TACOMA - PIERCE COUNTY	\$925
April 17 APTA	\$4,859
CASCADE BICYCLE CLUB	\$1,500
BELLEVUE DOWNTOWN ASSOC.	\$265
URBAN LAND INSTITUTE	\$10,000
CASCADE BICYCLE CLUB	\$5,000
TRANSPORTATION CHOICES	\$35,000
DOWNTOWN ON THE GO	\$15,000
ECONOMIC ALLIANCE SNOHOMISH CO	\$7,500
May 17 APTA	\$4,859
TOTAL	\$202,179

EXHIBIT
49 9/7/17
McNeil, A.
PENGAD 800-631-6898

**SOUND TRANSIT
2016 AGENCY DUES**

VENDOR	AMOUNT
KIRKLAND CHAMBER OF COMMERCE	\$557
RAINIER CHAMBER OF COMMERCE	\$520
KING COUNTY DEPT OF NATURAL RE	\$1,000
BELLEVUE DOWNTOWN ASSOC.	\$1,750
NAIOP WASHINGTON STATE	\$5,000
MERCER ISLAND CHAMBER OF COMME	\$640
Jan 16 APTA	\$4,859
DOWNTOWN ON THE GO	\$10,000
LAKEWOOD CHAMBER OF COMMERCE	\$621
KENT CHAMBER OF COMMERCE	\$2,000
PUYALLUP/SUMNER CHAMBER OF COM	\$445
Feb 16 APTA	\$4,859
FUTUREWISE	\$5,000
FORTERRA NW	\$2,500
TRANSPORTATION CHOICES	\$35,000
WA STATE TRANSIT ASSOCIATION	\$40,000
GREATER SEATTLE BUSINESS ASSOC	\$7,500
Mar 16 APTA	\$4,859
RAIL VOLUTION	\$15,000
ECONOMIC ALLIANCE SNOHOMISH CO	\$7,500
VISIT SEATTLE	\$495
CASCADE BICYCLE CLUB	\$1,500
CASCADE BICYCLE CLUB	\$1,500
DOWNTOWN SEATTLE ASSOCIATION	\$2,300
Apr 16 APTA	\$4,859
EVERETT STATION DISTRICT ALLIA	\$250
SEATTLE METROPOLITAN CHAMBER O	\$10,500
May 16 APTA	\$4,859
June 16 APTA	\$4,859
FEDERAL WAY CHAMBER	\$1,100
LEADERSHIP EASTSIDE	\$3,500
BELLEVUE CHAMBER OF COMMERCE	\$750
GREATER ISSAQUAH CHAMBER OF CO	\$265
NEW STARTS WORKING GROUP	\$7,500
NACTO	\$7,500
SW KING CNTY CHAMBER OF COMMER	\$1,225
WOMEN'S TRANSPORTATION SEMINAR	\$700
Jul-Aug 16 APTA	\$9,718
Sep 16 APTA	\$4,859
BELLEVUE DOWNTOWN ASSOC.	\$925
Oct 16 APTA	\$4,859
Nov 16 APTA	\$4,859
ASSOC OF PEDESTRIAN & BIC - Dues	\$110
SEATTLE METROPOLITAN CHAMBER O	\$1,400
Fife Chamber of Commerce - Ann	\$1,245
Kent Chamber of Commerce - Ann	\$2,000
Dec 16 APTA	\$4,859
TOTAL	\$238,103

**SOUND TRANSIT
2015 AGENCY DUES**

VENDOR	AMOUNT
BICYCLE ALLIANCE OF WASHINGTON	\$2,500
Jan 15 APTA	\$4,351
WSBA	\$355
TACOMA - PIERCE COUNTY	\$720
CASCADE BICYCLE CLUB	\$1,500
DOWNTOWN SEATTLE ASSOCIATION	\$2,300
WA HIGHWAY USERS FEDERATION	\$500
RAIL VOLUTION	\$15,000
GREATER FEDERAL WAY CHAMBER OF	\$1,200
LAKESWOOD CHAMBER OF COMMERCE	\$603
GSBA AWARD DINNER	\$150
Feb 15 APTA	\$4,351
Trnka, Sharon/AMERICAN MARKETI	\$220
TRANSPORTATION CHOICES	\$35,000
Mar 15 APTA	\$4,351
FUTUREWISE	\$1,500
DOWNTOWN ON THE GO	\$10,000
VISIT SEATTLE	\$495
Apr 15 APTA	\$4,351
SW KING CNTY CHAMBER OF COMMER	\$1,225
MERCER ISLAND CHAMBER OF COMMERCE	\$600
May 15 APTA	\$4,351
TACOMA-PIERCE COUNTY ECON DEV'T BOARD	\$4,000
FEDERAL WAY CHAMBER	\$1,100
RAINIER CHAMBER	\$520
Trnka, Sharon/INT'L ASSOC OF A	\$141
CLIMATE SOLUTIONS	\$1,000
ECONOMIC ALLIANCE SNOHOMISH COUNTY	\$7,500
FORTERRA NW	\$2,500
Jun 15 APTA	\$4,351
FORTERRA NW/URBAN LEAGUE	\$2,000
FORTERRA NW/URBAN LEAGUE	\$750
SEATTLE METROPOLITAN CHAMBER OF COMMERC	\$10,500
NEW STARTS WORKING GROUP	\$7,500
APTA PRESS refund	(\$686)
AUBURN AREA CHAMBER OF COMMERCE	\$250
AUBURN AREA CHAMBER OF COMMERCE	\$250
GREATER FEDERAL WAY CHAMBER OF	\$1,100
SOUTH KING COUNCEL FOR HUMAN SERVICES	\$1,000
WOMEN'S TRANSPORTATION SEMINAR	\$700
July-Sep 15 APTA	\$14,576
WA STATE TRANSIT ASSOCIATION	\$40,000
TACOMA - PIERCE COUNTY	\$870
WA STATE ASSOC OF COUNTIES	\$300
Oct 15 APTA	\$4,859
LEADERSHIP EASTSIDE	\$750
Association - renew membership	\$220
BELLEVUE CHAMBER OF COMMERCE	\$750
Nov 15 APTA	\$4,859
TRANSPORTATION CHOICES	\$1,620
SEATTLE METROPOLITAN CHAMBER OF COMMERC	\$1,250
Dec 15 APTA	\$4,859
Assoc of Pedestrian & Bic - Du	\$110
Gartner Inc	\$10,780
TOTAL	\$225,900

**SOUND TRANSIT
2014 AGENCY DUES & MEMBERSHIPS**

VENDOR	AMOUNT
Jan 14 APTA	\$4,787
RAINIER CHAMBER	\$495
Feb 14 APTA	\$4,787
RAIL VOLUTION	\$15,000
Mar 14 APTA	\$4,787
WA STATE GOOD ROADS	\$200
WA STATE TRANSIT ASSOCIATION	\$40,000
Apr 14 APTA	\$4,787
TACOMA-PIERCE COUNTY ECON DEV	\$4,000
May 14 APTA	\$4,787
VISIT SEATTLE	\$495
Alliance for Pioneer	\$250
Econ Alliance Sno	\$5,000
Climate Solution	\$2,000
Enterprise Seattle	\$250
Auburn Chamber	\$213
Futurewise	\$1,500
Bell Rotary Club	\$1,475
Bell Rotary Club	\$350
Bell Dwntrn Assoc	\$825
Downtown Sea Assoc	\$2,300
Tac-Pierce Cty Econ	\$850
Trans Choices	\$35,000
Bell Rotary Club	\$431
Bell Rotary Club	\$306
SW King Chamber	\$1,225
Kent Chamber of	\$2,000
SoKing Council	\$1,000
Bell Dwntrn Assoc	\$925
Mercer Island Chambe	\$575
Downtown on the Go	\$6,500
Seattle Met Chamber	\$10,000
WA HWY Users Fed	\$500
Jun 14 APTA	\$4,787
AMER SOC CIVIL EN	\$169
NEW STARTS WORKING GROUP	\$7,500
WOMEN'S TRANSPORTATION SEMINAR	\$690
Jul 14 PSRC	\$4,351
Aug 14 PSRC	\$4,351
KIDSQUEST CHILDREN'S MUSEUM	\$1,500
Sep 14 PSRC	\$4,351
SW KING CNTY CHAMBER OF COMMER	\$150
KIRKLAND CHAMBER OF COMMERCE	\$577
Oct 14 PSRC	\$4,351
Nov 14 PSRC	\$4,351
BELLEVUE CHAMBER OF COMMERCE	\$750
GREATER ISSAQUAH CHAMBER OF CO	\$265
PUYALLUP/SUMNER CHAMBER OF COM	\$395
Dec 14 PSRC	\$4,351
TOTAL	\$200,486

TRANSPORTATION CHOICES

11213

5/25/2017

00137807

\$****35,000.00

231

5/2/2017

Invoice Summary

35,000.00

35,000.00

00137807

5/25/2017

\$****35,000.00

THIRTY FIVE THOUSAND AND 00/100*****

TRANSPORTATION CHOICES COALITION
219 1ST AVE. S. #420
SEATTLE WA 98104

Brian McArthur



R43500
ST00008

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Date Printed 5/23/2017
Page - 1

Number 37667 OF
Approval Route 868128A

Ship To SOUND TRANSIT
401 S JACKSON
SEATTLE WA 98104
US

Supplier 11213
TRANSPORTATION CHOICES COALITION
219 1ST AVE S #420
SEATTLE WA 98104
US

Received RTA AVP
Batch #

MAY 23 2017

Doc #
Supplier #

Description: 2017 Org Membership
Contract Specialist:
Project Manager: 49360 PARKER, TRINITY E

Contract Number
Requested By: CHEEKSM
Approved Date: 5/23/2017

Created Date 5/17/2017
Requested: 5/17/2017
PO TYPE: Standard
Federal Classes N

Line	Description / Supplier Item	QTY	UM	Unit Price	Extended Price	Estimated Tax	Account Number	Asset ID	Grant	Tax Y/N	Tx Ty	Tax Area	CO No.
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Total Order 35,000.00													

Total Order
35,000.00

APPROVAL AUTHORITY APPROVED DATE

OLESON, STEVEN J	\$0	5/18/2017
RUFERT, LAURA L	\$25,000	5/19/2017
PRIESTLEY, KELLY A	\$100,000	5/23/2017

CHECK ONE:

Price is fair and reasonable based on:

- ___ Competition
- ___ Past Experiences
- ___ Research of Market Rates
- ___ Other

37667

May 2, 2017

TO: Craig Davison, Executive Director, Communications and External Affairs

FROM: Trinity Parker, GCR- Seattle / Central Corridor

SUBJECT: Request for Membership – Transportation Choices

Founded in 1993, Transportation Choices is a statewide policy and advocacy nonprofit dedicated to bringing Washingtonians more and better transportation choices. Transportation Choices works hard to preserve and expand access to public transit and active transportation options across the state.

In addition to their work to preserve and expand transportation options, Transportation Choices also offers education and outreach programs to encourage Washingtonians to choose alternatives to driving alone.

In 2016, Transportation Choices successfully educated more than 50,000 people and engaged in transportation policy development to ensure that Washingtonians have real transportation options available to them. A few examples of their educational and policy accomplishments for 2016 included:

Educational Accomplishments:

- 50,000 Washington residents educated including 20,000 transit riders at the U-Link and Angle Lake opening events.
- *Transit Talks* forums with cutting-edge transportation topics and national transportation experts.
- Ride Transit Month in Pierce, King and Snohomish Counties with 2000+ participants and rider education around the Sound Transit 3 plan development.
- 50+ community group meetings to engagement residents and businesses in the development of the Sound Transit 3 plan from January – May 2016.
- Coordinated a broad coalition of environmental, transportation, affordable housing, and social justice organizations in King, Pierce, and Snohomish Counties to build support for public transit.

Policy Accomplishments:

- Implementation of the *Connecting Washington* transportation investment package including shoulder-use for transit and design solutions for multi-modal use.
- New Pay per Mile pilot program in partnership with WSDOT and the State Transportation Commission to develop next generation sources of transportation funding
- Participation on Washington State Transportation Commission to advance transit-supportive policies on tolling and future transportation funding mechanisms including Pay per Mile charge.

TP
5/2

- New health and equity measures in transportation planning to support increased investment in transit infrastructure and service.
- Coordinated a broad coalition of environmental, transportation, affordable housing, and social justice organizations in King, Pierce, and Snohomish Counties to shape transit access and transit oriented development policies for Sound Transit 3.

In 2017, dues paid by Sound Transit will support the following education and policy work:

- 2017 Ride Transit Month program – with a goal of educating 50,000 riders in in Washington State, including new turnkey options for small, medium and large transit agencies to participate. Ride Transit Month will encourage more transit trips through the Ride Transit Challenge.
- Expanded education forums including “Transit Talks” across the state.
- Support new transit service and other policy implementation for Sound Transit system expansion.
- Community outreach and engagement in King, Snohomish and Pierce Counties for Sound Transit expansion projects.
- Working with agencies, including Sound Transit on development and implementation of new policies including issues such as
 - improved rider experience
 - innovative community engagement
 - system integration

I am recommending continued membership in Transportation Choices at the \$35,000 level, and is consistent with the prior year.

Membership dues from partner transit agencies are integral to supporting Transportation Choices’ work. Dues will continue to fund their efforts to educate the public about the benefits of transportation alternatives—transit, walking, and biking, developing policies that help create more transportation alternatives and supporting Sound Transit system expansion as appropriate.

2017 Dues Structure:

	Transit Agency Dues	Service Area [population]
Tier 1	\$40,000 (WSTA)	3 million and above
Tier 2	\$35,000 (Sound Transit, King County Metro)	1 million to 2.9 million
Tier 3	\$5,000-\$10,000 (Pierce Transit, Community Transit)	500,000 to 999,000
Tier 4	\$3,000 -\$5,000 (Intercity Transit, Spokane Transit, Everett Transit, Whatcom Transit)	Less than 500,000

The proposed expenditure meets the guidelines of Sound Transit policy relating to "Participation in Outside organizations" (section 8) by providing the following benefits:

- Transportation Choices' work clearly correlates to developing transit ridership, transit expansion, transit oriented development and Sound Transit's mission to expand high capacity transit in Central Puget Sound.
- Participation Transportation Choices is a benefit for ST, providing opportunities to attend and speak at events, reaching a broader audience of transit riders and advocates.
- Benefits of membership are clearly defined

The proposed sponsorship would be paid through the Communications and External Affairs budget, (account code: 864178.509010). Trinity Parker will serve as liaison(s) for the agency and participate as appropriate.

Signature of Approval



5/8/17

Kelly Priestley, Director - Accounting, Records Mgmt., and Tax Administration Date

Signature of Approval



5/10/17

Craig Davison, Director, Communications and External Affairs

Date

Signature of Approval



5/11/17

Michael Harbour, Deputy CEO

Date



Invoice # 231

Request for Payment

FOR: MEMBERSHIP DUES

DATE: MAY 2, 2017

TO:
Trinity Parker
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Received RTA WP
Batch # 376713
MAY 02 2017
Doc # 405821
Supplier # 11213

FROM:
Transportation Choices Coalition
Contact: Carla Chavez
Carla.chavez@transportationchoices.org
219 1st Avenue S, ste 420
Seattle, WA 98104

DESCRIPTION	AMOUNT
2017 Organizational Membership	35,000
TOTAL	35,000

Transportation Choices Coalition is a 501(c)3 nonprofit corporation.
All contributions to us are tax deductible. Our Federal EIN number is 94-3185639.

Thank you for your support!



Invoice # 231

Request for Payment

DATE: MAY 2, 2017

FOR: MEMBERSHIP DUES

TO:

Trinity Parker
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

FROM:

Transportation Choices Coalition
Contact: Carla Chavez
Carla.chavez@transportationchoices.org
219 1st Avenue S, ste 420
Seattle, WA 98104

DESCRIPTION	AMOUNT
2017 Organizational Membership	35,000
TOTAL	35,000

Transportation Choices Coalition is a 501(c)3 nonprofit corporation.
All contributions to us are tax deductible. Our Federal EIN number is 94-3185639.

Thank you for your support!

TRANSPORTATION CHOICES

11213

3/17/2016

00129810

\$****35,000.00

TRCH021616

2/17/2016

Invoice Summary

35,000.00

35,000.00

00129810

3/17/2016

\$****35,000.00

THIRTY FIVE THOUSAND AND 00/100*****

TRANSPORTATION CHOICES COALITION
219 1ST AVE. S. #420
SEATTLE WA 98104

Brian McEntan



R43500
ST00008

Spec Check Request SOUND TRANSIT

3/15/2016

Page - 1

Shipped From TRANSPORTATION CHOICES COALITION
219 1ST AVE S #420
SEATTLE WA 98104

Ship To SOUND TRANSIT
401 S JACKSON
SEATTLE WA 98104

PO Number 35258- 000 - OF
Division 868128A
Supplier 11213

Ordered 3/9/2016
Requested Date 3/9/2016
Requested by CHEEKSM

MAR 15 2016
379300 ©

Line	Description / Supplier Item	Ordered	UM	Unit Price	Extended Price	Tax		Tax Area	Account Number	*Original*	
						V/N	Ex			Asset ID	Grant
1 00	2016 Organizational Membership		LS	0000	35,000.00	N	S	SEATTLE	864178 509010		
Total Order											35,000.00

Tax Rate	Sales Tax	Total Order
	.00	35,000.00

CHECK ONE:

Price is fair and reasonable based on

- Competition
- Past Experience
- Research of Market Rates
- Other _____

APPROVED:

OLESON, STEVEN J 3/10/2016
RUPERT, LAURAL 3/11/2016
PRIESTLEY, KELLY A 3/11/2016



Request for Payment

DATE: FEBRUARY 16, 2016

FOR: MEMBERSHIP DUES

TO:
 Trinity Parker
 Sound Transit
 401 S. Jackson St.
 Seattle, WA 98104

FROM:
 Transportation Choices Coalition
 Contact: Carla Chavez
 Carla.chavez@transportationchoices.org
 219 1st Avenue S, ste 420
 Seattle, WA 98104

DESCRIPTION	AMOUNT
2016 Organizational Membership <div style="text-align: center;"> <p>341565</p> <p>FEB 17 2016</p> <p>379300</p> <p>11213</p> </div>	35,000
TOTAL	35,000

Transportation Choices Coalition is a 501(c)3 nonprofit corporation.
 All contributions to us are tax deductible. Our Federal EIN number is 94-3185639.

Thank you for your support!

February 16, 2016

TO: Craig Davison, Executive Director, Communications and External Affairs

FROM: Trinity Parker, GCR, Seattle / Central Corridor

SUBJECT: Membership Request for Transportation Choices Coalition

Transportation Choices Coalition (TCC) is the only statewide transit education and advocacy organization, and Sound Transit benefits greatly from participation in this organization. Some of TCC's 2015 accomplishments were:

Educational Accomplishments:

- 30,000 Washington residents educated.
- Rebranded educational work; 6 "Transit Talks" with more than 50 participants each.
- Ride Transit Month in Pierce, King and Snohomish Counties with nearly 10,000 participants.
- ORCA Lift education in low-income communities and communities of color.
- Over 20 community group meetings.
- South Seattle, South King County and Pierce County education and coalition building.
- Organized volunteers to support bus drivers on bus driver appreciation day.
- Coordinated a broad coalition of environmental, social justice, active transportation, housing and smart growth organizations to increase understanding of Sound Transit 3 expansion.

Policy Accomplishments:

- Support for Sound Transit's to adoption of ORCA Lift.
- Participation in ST3 projects evaluation templates.
- Represent transit interest in PSRC's Transportation Policy Board and Transportation Futures committees.
- Support agency coordination and integration between Sound Transit and King County Metro.
- Support for new revenue authority in 2015 session for Sound Transit.

Sound Transit dues in 2016 will support TCC's education and policy work in the following ways:

- 2016 Ride Transit Month
- U-Link opening public education, including a partnership with the UW to encourage student ridership.
- Sound Transit 2 implementation, including education and community engagement on East Link, Lynnwood Link and Federal Way Link.
- Work with agencies, including Sound Transit on the development and implementation of new policies; improved signage, improved rider experience, innovative community engagement and system integration.

Cost of membership is \$35,000 for Sound Transit in 2016. This amount has been budgeted for, and is consistent with the prior year expense. The proposed expenditure, recognizes the unique relationship ST has with the state's only transit-focused non-profit and the unparalleled work the organization does to further the mission of Sound Transit, educate residents about the benefits of transit, and actually drive ridership on ST services. The amount of Sound Transit dues to Transportation Choices Coalition is

Trinity Parker

based on both existing dues structure and TCC's participation in other activities that are customized to and agreed upon by ST and the TCC (and memorialized in this memo).

The proposed membership would be paid through the Communications and External Affairs budget, (account code: 864178.509010). I will serve as liaison to TCC for the agency and participate as appropriate.

Signature of Approval  2/19/16
 Kelly Priestley, Director of Accounting DATE


Signature of Approval  2/23/16
 Craig Davison, Director, Communications and External Affairs DATE

Signature of Approval  3/1/16
 Peter Rogoff, Chief Executive Officer DATE

For reference, TCC's 2016 dues structure:

	Transit Agency Dues	Service Area [population]	# of people educated
Tier 1	\$40,000 (WSTA)	3 million and above	5000 and above
Tier 2	\$35,000 (Sound Transit, King County Metro)	1 million to 2.9 million	1000 to 4999
Tier 3	\$5,000-\$10,000 (Pierce Transit)	500,000 to 999,000	100 to 999
Tier 4	\$3,000 -\$5,000 (Intercity Transit, Spokane Transit, Everett Transit, Whatcom Transit)	Less than 500,000	Less than 99

Membership dues from transit agencies fund programs and work educating the public on the benefits of transportation alternatives: transit, walking and biking and developing policies that help create more transportation alternatives. Agency dues do not fund any lobbying and grassroots advocacy efforts. TCC is audited annually by an independent auditor and are in full compliance with their 501c3 status.



Transportation Choices

November 20, 2015

Ann McNell
c/o Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. McNell,

This year has been an exciting year for all of us in the transit community with big victories in Olympia and at the ballot for several local communities. Through it all, Transportation Choices Coalition has worked hard to be a resource to you, to educate individuals in your community on the benefits of public transit, and to develop and implement good policies to make it easier for people to get around safely and affordably.

We want to respectfully request that you renew your membership in Transportation Choices Coalition at the \$35,000 level for 2016. More than ever, we hope you've seen the value of Transportation Choices Coalition as a partner. In 2015, we successfully educated more than 30,000 people and engaged in transportation policy development to ensure that Washingtonians have real transportation choices. A few examples of our educational and policy accomplishments for 2015 include:

Educational Accomplishments:

- 30,000 Washington residents educated
- Rebranding of our educational work; 6 'Transit Talks' with more than 50 participants at each
- Ride Transit Month in Pierce, King and Snohomish Counties with nearly 10,000 participants a 10-fold increase in participation from 2014. Ride Transit Month participants covered 1+ million miles and reduced more than 557,000 lbs of carbon.
- ORCA LIFT education in low-income communities and communities of color
- 20+ community group meetings
- South Seattle and South King County and Pierce County education and coalition building
- Organizing volunteers to support their bus drivers on bus driver appreciation day
- Coordination of a broad coalition of environmental, social justice, active transportation, housing and smart growth organizations to increase understanding of Sound Transit 3 expansion.

Policy Accomplishments:

- ORCA LIFT adoption at Sound Transit
- Update of Sound Transit 3 project evaluation templates
- Active participation in PSRC's Transportation Policy Board and Transportation Futures committees representing the transit perspective
- Workshop facilitation for WSDOT on Implementation of NACTO Streets Design Guidelines
- Recommendations on the agency coordination and integration between King County Metro and Sound Transit
- New revenue authority for Sound Transit, Kitsap Transit, and Community Transit



For your reference, we have included our 2016 dues structure.

	Transit Agency Dues	Service Area [population]
Tier 1	\$40,000 (WSTA)	3 million and above
Tier 2	\$35,000 (Sound Transit, King County Metro)	1 million to 2.9 million
Tier 3	\$5,000-\$10,000 (Pierce Transit, Community Transit)	500,000 to 999,000
Tier 4	\$3,000-\$5,000 (Intercity Transit, Spokane Transit, Everett Transit, Whatcom Transit)	Less than 500,000

Membership dues from our partner transit agencies are integral to supporting our work. Your dues would fund our work to educate the public about the benefits of transportation alternatives—transit, walking, and biking—and developing policies that help create more transportation alternatives. **Agency dues do not fund our lobbying and grassroots advocacy efforts.** We are audited annually by an Independent auditor and are in full compliance with our 501c3 status. Our audited financial statements for 2014 are available upon request.

In 2016, your dues will support our education and policy work in the following ways:

- 2016 Ride Transit Month program – with a goal of educating 50,000 riders in the Puget Sound region. Ride Transit Month will encourage more transit trips through the Ride Transit Challenge. Ride Transit Month will be held in April to coincide with the opening of U-Link.
- U-Link opening public education including a partnership with the University of Washington to encourage student ridership.
- Sound Transit 2 Implementation including education and community engagement on East Link, Lynwood Link and Federal Way Link.
- Working with agencies on development and implementation of new policies including issues like
 - Improved signage
 - Improved rider experience
 - innovative community engagement
 - system integration

I look forward to continuing to work with Sound Transit and thank you for your support of Transportation Choices! Let me know if you have any additional questions or issues that I can answer about us and our work. Thanks again for all the good work that you do!

Regards,

Rob Johnson
Executive Director

TRANSPORTATION CHOICES

11213

3/19/2015

00122728

*****35,000.00

TRCH030915

3/18/2015

Invoice Summary

35,000.00

35,000.00


00122728

3/19/2015

*****35,000.00

THIRTY FIVE THOUSAND AND 00/100*****

TRANSPORTATION CHOICES COALITION
219 1ST AVE. S. #420
SEATTLE WA 98104

Brian McArthur


R43500
STDD000

Spec Check Request SOUND TRANSIT

3/17/2015

Page - 1

PO Number - 33083- 000 - OF

Division 868128A

Supplier 11213

Shipped From TRANSPORTATION CHOICES COALITION
219 1ST AVE. S #420
SEATTLE WA 98104

Ship To SOUND TRANSIT
401 S JACKSON
SEATTLE WA 98104

Ordered 3/9/2015
Requested Date 3/9/2015
Requested by GOODT

Received RTA A/P
Batch # 316240
MAR 18 2015
Doc # 360323
Supplier #

Line	Description / Supplier Item	Ordered	UM	Unit Price	Extended Price	Tax Y/N	Tx Ex	Tax Area	Account Number - R	*Original* Asset ID	Grant
1.00	2015 Membership		LS	.0000	35,000.00	N	S	SEATTLE	864178.509010		

Total Order 35,000.00

Sales Tax

Total Order

Tax Rate

.00

35,000.00

CHECK ONE:

Price is fair and reasonable based on:

Competition

Past Experience

Research of Market Rates

Other

APPROVED:

OLESON, STEVEN J 3/11/2015

RUPERT, LAURAL 3/11/2015

PRIESTLEY, KELLY A 3/12/2015



862118.509010
33083 OF
864178.509010
3-9-15

December 19, 2014

Ann McNeil
c/o Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. McNeil,

This year has been exciting and challenging for all of us in the transit community. Though there have been some exciting victories at the ballot, most of the focus has been on revenue (or lack thereof). Through it all, Transportation Choices Coalition has been there, working across the state with communities, businesses, policymakers and local government and transit agency stakeholders like you.

We want to respectfully request that you renew your membership in Transportation Choices Coalition at the \$35,000 level for 2015. More than ever, we hope you've seen the value of Transportation Choices Coalition as a partner. In 2014, we successfully educated more than 15,000 people and engaged in transportation policy development to ensure that Washingtonians have real transportation choices. A few examples of our educational and policy accomplishments for 2014 include:

Educational Accomplishments:

- 15,000 Washington residents educated
- 11 Friday Forums
- Growing Transit Communities in Tacoma (50 participants)
- Try Transit Month in Pierce County
- King County Metro rider outreach (1,000+ riders)
- 20+ community group meetings
- 100+ Attendees at a health and transportation planning seminar
- Community mapping and engagement on the impact of King County transit cuts on low-income and minority populations in South Seattle and South King County
- Books on the Bus Winter and Spring Events
- Organizing volunteers to support their bus drivers on bus driver appreciation day

Policy Accomplishments:

- Complete Streets adoption in Pierce County
- Implementation of \$1.50 Low Income Fare at King County Metro and Sound Transit
- Adoption of stronger transit, health, and equity language in PSRC's Transportation 2040 update
- Public comment on Sound Transit's long range plan update
- Active participation in PSRC's Transportation Policy Board and Transportation Futures committees
- Workshop facilitation for WSDOT on implementation of NACTO Streets Design Guidelines
- Recommendations on the agency coordination and integration between King County Metro and Sound Transit



For your reference, we have included our 2015 dues structure.

	Transit Agency Dues	Service Area [population]	# of people educated
Tier 1	\$40,000 (WSTA)	3 million and above	5000 and above
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Tier 4	\$3,000 -\$5,000 (Intercity Transit, Spokane Transit, Everett Transit, Whatcom Transit)	Less than 500,000	Less than 99

Membership dues from our partner transit agencies are integral to supporting our work. Your dues would fund our work to educate the public about the benefits of transportation alternatives—transit, walking, and biking—and developing policies that help create more transportation alternatives. Agency dues do not fund our lobbying and grassroots advocacy efforts. We are audited annually by an independent auditor and are in full compliance with our 501c3 status. Our audited financial statements for 2013 are available upon request.

Many of our partner transit agencies have requested that they work with us on specific projects. Below are a few of the ways we've worked with other agencies:

- Education and outreach with riders
- Serving on taskforces as a voice of riders in the community
- Working with agencies on development and implementation of new policies including issues like
 - improved signage
 - improved rider experience
 - low income or reduced fare policies

I look forward to continuing to work with Sound Transit and thank you for your support of Transportation Choices! Let me know if you have any additional questions or issues that I can answer about us and our work. Thanks again for all the good work that you do!

Regards,

Rob Johnson
Executive Director

February 11, 2015

TO: Craig Davison, Executive Director, Communications and External Affairs

FROM: Trinity Parker, GCR, Seattle / Central Corridor

SUBJECT: Membership Request for Transportation Choices Coalition

Transportation Choices Coalition (TCC) is the only statewide transit education and advocacy organization, and Sound Transit benefits greatly from participation in this organization. Some of TCC's 2014 accomplishments were:

- 15,000 Washington residents educated
- 11 Friday Forums
- Growing Transit Communities in Tacoma (50 participants)
- Try Transit Month in Pierce County
- King County Metro rider outreach (1,000+ riders)
- 20+ community group meetings
- 100+ Attendees at a health and transportation planning seminar
- Community mapping and engagement on the impact of King County transit cuts on low-income and minority populations in South Seattle and South King County
- Books on the Bus Winter and Spring Events
- Organizing volunteers to support their bus drivers on bus driver appreciation day
- Complete Streets adoption in Pierce County
- Implementation of \$1.50 Low Income Fare at King County Metro and Sound Transit
- Adoption of stronger transit, health, and equity language in PSRC's Transportation 2040 update
- Public comment on Sound Transit's long range plan update
- Active participation in PSRC's Transportation Policy Board and Transportation Futures committees
- Workshop facilitation for WSDOT on implementation of NACTO Streets Design Guidelines
- Recommendations on the agency coordination and integration between King County Metro and Sound Transit

We intend to grow this partnership in 2015 to include:

- *Two Transit Talks* featuring Sound Transit projects and services
- Close communication on policy and funding discussions
- Various forms of participation in the following projects: Lynnwood Link, East Link, Sounder Station Access Projects (Puyallup and Sumner), S. 200th Extension, Tacoma Link Expansion, Federal Way Transit Link Extension
- Participation in ST3 planning
- Support for ST efforts to secure grants, additional revenue, and other funding
- Work with and support ST in the development of local, regional, and state policy positions
- Greater facilitation of information sharing between Sound Transit and the environmental community

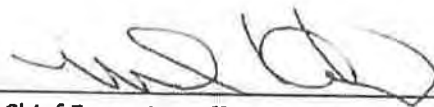
Handwritten signature/initials

Cost of membership is \$35,000 for Sound Transit in 2015. This amount has been budgeted for, and is consistent with the prior year's expense. The proposed expenditure, recognizes the unique relationship ST has with the state's only transit-focused non-profit and the unparalleled work the organization does to further the mission of Sound Transit, educate residents about the benefits of transit, and actually drive ridership on ST services. The amount of Sound Transit dues to Transportation Choices Coalition is based on both existing dues structure and TCC's participation in other activities that are customized to and agreed upon by ST and the TCC (and memorialized in this memo).

The proposed membership would be paid through the Communications and External Affairs budget, (account code: 864178.509010). I will serve as liaison to TCC for the agency and participate as appropriate.

Signature of Approval  2/11/15
 Kelly Priestley, Director of Accounting DATE

Signature of Approval  2/27/15
 Craig Davison, Director, Communications and External Affairs DATE

Signature of Approval  3/4/15
 Michael Harbour, Acting Chief Executive Officer DATE

For reference, TCC's 2015 dues structure:

	Transit Agency Dues	Service Area [population]	# of people educated
Tier 1	\$40,000 (WSTA)	3 million and above	5000 and above
Tier 2	\$35,000 (Sound Transit, King County Metro)	1 million to 2.9 million	1000 to 4999
Tier 3	\$5,000-\$10,000 (Pierce Transit)	500,000 to 999,000	100 to 999
Tier 4	\$3,000 -\$5,000 (Intercity Transit, Spokane Transit, Everett Transit, Whatcom Transit)	Less than 500,000	Less than 99

Membership dues from transit agencies fund programs and work educating the public on the benefits of transportation alternatives: transit, walking and biking and developing policies that help create more transportation alternatives. Agency dues do not fund any lobbying and grassroots advocacy efforts. TCC is audited annually by an independent auditor and are in full compliance with their 501c3 status.

TRANSPORTATION CHOICES

11213

12/17/2015

00127966

\$*****1,620.00

TRCH090815

11/24/2015

Invoice Summary

1,620.00

1,620.00


00127966

12/17/2015

\$*****1,620.00

ONE THOUSAND SIX HUNDRED TWENTY AND 00/100*****

TRANSPORTATION CHOICES COALITION
219 1ST AVE. S. #420
SEATTLE WA 98104

Brian McEntan


R43500
S10008

Spec Check Request SOUND TRANSIT

12/10/2015

Page - 1

PO Number 34677- 000 - OF

Division 86812/A

Supplier 11213

Shipped From TRANSPORTATION CHOICES COALITION
219 1ST AVE S #420
SEATTLE WA 98104

Ship To SOUND TRANSIT
401 S JACKSON
SEATTLE WA 98104

Ordered 12/9/2015
Requested Date 12/9/2015
Requested by HERMANNF

Received RTA A/P
Batch #

DEC 11 2015

Doc # _____
Supplier # _____ *W*

Line	Description / Supplier Item	Ordered	UM	Unit Price	Extended Price	Tax Y/N	Tx Ex	Tax Area	Account Number	*Original* Asset ID	Grant
1 00	TCC Transit Hero Event Sponsor		LS	.0000	1,620 00	N	S	SEATTLE	864178 509010		
Total Order											1,620 00

Sales Tax

Total Order

Tax Rate

00

1,620 00

CHECK ONE:

Price is fair and reasonable based on

Competition

Past Experience

Research of Market Rates

Other _____

APPROVED:

OLESON, STEVEN J

12/10/2015

RUPERT, LAURA L

12/10/2015

FO 34677

Nov 23, 2015

TO: Craig Davison, Executive Director, Communications and External Affairs

FROM: Trinity Parker, GCR, Seattle / Central Corridor

SUBJECT: Transportation Choices Coalition – Transit Hero’s Event Sponsorship

Transportation Choices Coalition (TCC) is the only statewide transit education and advocacy organization, and Sound Transit benefits greatly from participation in this organization. Some of TCC’s 2014 accomplishments were:

- 15,000 Washington residents educated
- 11 Friday Forums
- Growing Transit Communities in Tacoma (50 participants)
- Try Transit Month in Pierce County
- King County Metro rider outreach (1,000+ riders)
- 20+ community group meetings
- 100+ Attendees at a health and transportation planning seminar
- Community mapping and engagement on the impact of King County transit cuts on low-income and minority populations in South Seattle and South King County
- Books on the Bus Winter and Spring Events
- Organizing volunteers to support their bus drivers on bus driver appreciation day
- Complete Streets adoption in Pierce County
- Implementation of \$1.50 Low Income Fare at King County Metro and Sound Transit
- Adoption of stronger transit, health, and equity language in PSRC’s Transportation 2040 update
- Public comment on Sound Transit’s long range plan update
- Active participation in PSRC’s Transportation Policy Board and Transportation Futures committees
- Workshop facilitation for WSDOT on implementation of NACTO Streets Design Guidelines
- Recommendations on the agency coordination and integration between King County Metro and Sound Transit

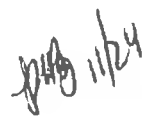
I am recommending sponsorship of TCC’s annual Transit Hero’s event on September 10, 2015. Cost of event sponsorship is \$1,620 and includes the following benefits:

- 12 seats to event
- Tablespace for educational materials
- Sound Transit mention from the podium

The proposed sponsorship would be paid through the Communications and External Affairs budget, (account code: 864178.509010). I will serve as liaison to TCC for the agency and participate as appropriate.

Signature of Approval  11/25/15
 Kelly Priestley, Director of Accounting DATE

Signature of Approval  12/7/15
 Craig Davison, Director, Communications and External Affairs DATE

 11/24

5 H



Request for Payment

Received RTA A/P
 Batch # 334947
 NOV 24 2015
 Doc. 374428
 Supplier # 11212

DATE: SEPTEMBER 8, 2015

FOR: SPONSORSHIP

TO:
 Trinity Parker
 Sound Transit

FROM:
 Transportation Choices Coalition
 Contact: Carla Chavez
 Carla.chavez@transportationchoices.org
 219 1st Avenue S, ste 420
 Seattle, WA 98104

DESCRIPTION	AMOUNT
2015 Annual Event - includes 12 registrations	\$1620
TOTAL	\$1620

Transportation Choices Coalition is a 501(c)3 nonprofit corporation.
 All contributions to us are tax deductible. Our Federal EIN number is 94-3185639.

Thank you for your support!



Request for Payment

DATE: SEPTEMBER 8, 2015

FOR: SPONSORSHIP

TO:
Trinity Parker
Sound Transit

FROM:
Transportation Choices Coalition
Contact: Carla Chavez
Carla.chavez@transportationchoices.org
219 1st Avenue S, ste 420
Seattle, WA 98104

DESCRIPTION	AMOUNT
2015 Annual Event - includes 12 registrations	\$1620
TOTAL	\$1620

Transportation Choices Coalition is a 501(c)3 nonprofit corporation.
All contributions to us are tax deductible. Our Federal EIN number is 94-3185639.

Thank you for your support!

51

Maynard, Jackson

From: Andrew Austin <Andrew@Transportationchoices.org>
Sent: Wednesday, January 28, 2015 9:27 AM
To: Smith, Melanie; Smith, Rachel; april.putney@kingcounty.gov; Cody Arledge (cody@johnsonarledge.com); nick.harper@seattle.gov; McNeil, Ann Snell; Ron Main Foster, David; Martin Flynn (martin@martinflynnpublicaffairs.com); Shaw, Michael; Ilgenfritz, Ric
Cc:
Subject: RE: Status for HB 1180 hearing

Thanks for the update.
I confirmed that Seattle Chamber will be signing in, not testifying.

Along with One America, Futurewise, and TCC there testifying on advocacy side, we'll also have a couple of "real people" stories, one an immigrant from Kent (and One America member) and one a young person from Seattle (and TCC volunteer).

Andrew

From: Smith, Melanie [mailto:melanie.smith@soundtransit.org]
Sent: Wednesday, January 28, 2015 9:21 AM
To: Smith, Rachel; april.putney@kingcounty.gov; Cody Arledge (cody@johnsonarledge.com); nick.harper@seattle.gov; McNeil, Ann Snell; Andrew Austin; Ron Main
Cc: Foster, David; Martin Flynn (martin@martinflynnpublicaffairs.com); Shaw, Michael; Ilgenfritz, Ric
Subject: Re: Status for HB 1180 hearing

Hi all - just more incoming what's in store today...

I heard that The Seattle Chamber and the Summer/Puyallup Chamber are planning to send their CEO's or businesses to testify. Boeing passed along that they may be testifying but the Economic Alliance of Snohomish Co will speak for them as well so they're covered either way.

Ron Main shared that AGC doesn't take a position to support the bill until Thursday so they will weigh in after that.

Melanie Smith
State Relations Manager
Sound Transit

On Jan 27, 2015, at 1:12 PM, Smith, Melanie <melanie.smith@soundtransit.org><mailto:melanie.smith@soundtransit.org>> wrote:
Hi All-

Not everyone made it to our coordination meeting in Olympia this morning, so I want to make sure you all know what we know regarding the hearing on HB 1180 tomorrow. We are expecting a good crowd of support (reports still coming in) and undoubtedly some opposition will be there as well. Some logistics and materials are still being finalized but here's an overview:

House Transportation Committee
HHR B, John L. O'Brien Building



3:30 PM

Work Session

The Committee will hold a work session focused on "Public Transportation" which includes a presentation by Chair Constantine and Ric Ilgenfritz to update them on ST projects, ST3 and integration. Just prior, there will be a presentation given by the Washington State Transit Association Executive Director and the GM from Intercity Transit focused on transit statewide. (Please note the final PPT from us is due in Olympia by noon tomorrow.)

HB 1180 Hearing

- * Chair Constantine, Vice-Chair Roberts and Vice-Chair Strickland will be signed in as a panel. As requested by Cody, we will also sign in Board Members Murray, O'Brien and Lovick as a panel.

- * We are expecting the City of Kirkland to testify and propose amending ST's statute to allow, or possibly require, funding to help fund a trail in the Eastside Rail Corridor. We have attempted to discourage this because it is unnecessary and opens the door to similar amendments, but they are proceeding to prepare their language.

- * The Washington Policy Center has circulated arguments against ST's legislation so it should be expected that these will be points and questions coming from Republican committee members. ST staff is preparing a the document to counter their assertions but board members should return to our facts and messaging about the need to expand rather than trying to debate them. We can and will make the rebuttal piece available via a memo to the board when it's finalized today, and then we can also circulate it to legislators and others.

- * We will advise Board Members testifying to refer any technical or legal questions about the bill to Desmond Brown or Ric Ilgenfritz who will be at the ready to step in if needed. We have been fielding a lot of questions from staff, members and other agencies about the language in the bill due to its complexity.

- * In addition to our board members speaking on behalf of ST and their jurisdictions, we have heard that the following are planning to testify in support: Economic Alliance of Snohomish County, Tacoma Convention and Visitor's Bureau, City of Federal Way, State Building and Construction Trades Council, TCC, One America, Futurewise, City of Kirkland and others. Many are reportedly still working to have someone testify or planning to sign including: Boeing, Microsoft, Seattle Chamber, Carpenters, State Labor Council, ACEC, HNTB, Issaquah, Seattle, Everett, Tacoma, Sumner Chamber, Puyallup Chamber, Puyallup Tribe and others. Some advocacy groups and the Seattle Transit Blog appear to have sent out action alerts to encourage participation.

Other Activities

- * There will be a pre-hearing meeting at 3:00 hosted by Chair Constantine to coordinate with other board members and staff prior to the hearing.

- * Rep. Jake Fey's staff is working on a press advisory to send out today and a release to go out after the hearing. Geoff Patrick from ST is working with HDC staff and providing info.

* ST staff on the hill during the day: Mike Harbour, Ric Ilgenfritz, Geoff Patrick, Desmond Brown and the lobby team.

* Sen. Lias asked Ric Ilgenfritz and Ian Stewart (EMC) to provide a presentation on the latest ST polling information to his caucus members. His office handled the invitations and logistics for the presentation to star after they finish other caucus business. Response seems good but we don't know how many or who will attend.

Please let me know if you have questions or additional information to add. Feel free to forward to others as you see fit.
Thanks!

Melanie Smith
State Relations Manager
Sound Transit
206-240-9035

EXHIBIT 9/17/17
31
McNeil, A.
PENGAD 800-687-6889

Maynard, Jackson

From: McNeil, Ann Snell <ann.snellmcneil@soundtransit.org>
Sent: Thursday, March 12, 2015 10:28 AM
To: Cross, Daphne
Cc: Smith, Melanie; Patrick, Geoff
Subject: Action: Melanie's Email to the ST Board -- for delivery this afternoon
Attachments: Draft Letter to Legislator re ST3 Request.docx; Why full request4.docx; Why Sound Transit 3.docx

Daphne: Can you send this out this afternoon, once you hear from Melanie that it is good to go? She will be sending you another attachment (so there will be four attachments total). She is meeting with Chair Clibborn this afternoon 3 pm-ish, and it needs to be sent after that (she may want to tweak the text a bit).

It needs to go ST Board members, with cc to their staff, ELT, GCR, Geoff, Tim Ceis, cody arledge, martin Flynn, david foster and Michael shaw. Also, please send it from Melanie's machine - she's going to give you the codes.

I can't get the yellow off that one line....can you remove it?

Subject line: Olympia Update & Next Steps for Sound Transit 3 Revenue Authority

Thanks so much, Daphne. Holler if you need additional help.

Hello -

Now that the Senate has passed a transportation package and a House Transportation Committee (HTC) hearing is scheduled for Thursday, March 26th at 3:30 PM, our efforts to secure new authority for ST will need to intensify with even more board engagement. This memo provides background on the state of play in Olympia, identifies some of our key challenges, and outlines next steps and some requests for action on your part.

The broader revenue and political landscape House Leadership and many democrats have expressed their intent to address education funding before transportation. Many in the House Democratic Caucus, including some of our champions, are aligned with the position of "Kids Before Concrete" and believe it would send the wrong message to take a tax vote on transportation before responding to the McCleary Decision. Democrats also believe they lose leverage with the business community to secure to new revenue for education if a transportation package is adopted. House Democratic Leadership has stated publicly that education will come first but we can expect the business community and transportation advocates to continue pushing for a package to move and ST3 is going to be viewed as a key motivator. ST will need to be part of that effort.

Another challenging dynamic in the House is that unlike what we saw in the Senate, there is not a strong push within the Republican Caucus to adopt a package. Many Republican members simply do not support increased taxing authority for transit, including Sound Transit. Some believe that ridership is too low, fare box recovery inadequate, planning too decentralized or a combination of these. And some simply believe that taxes in general are already too high.

The need to articulate why ST needs \$15B While most legislators are supportive of granting ST authority as part of a package, there is angst about what an ST3 might or might not include and a lot of speculation about how much ST "really needs." While it has been challenging to articulate why we need the full authority prior to the planning process, it will be critical that we clarify why \$15B is necessary in comparison to the Senate package. The risk will be in managing expectations and maintaining Board flexibility for the ST3 Plan. To help with this, new message points for "Why \$15B is needed" and "Why ST3 is needed" are attached.

Revenue Sources

As introduced, ST legislation includes a .5% increase in the sales tax, a \$.25 per thousand of assessed valuation increase in property tax and up to .8% motor vehicle excise taxes. HB 1180 as approved by the House Transportation Committee included all three of those sources as requested and is now in the House Finance Committee. As approved by the full Senate, ST was granted all three sources but was modified to provide \$11.2B in authority through a .5% increase in the sales tax, a \$.10 per thousand of assessed valuation in property tax and a .3% MVET. Senator Curtis King, Chair of the Senate Transportation Committee has repeatedly said that a reliance on MVET for transit requires motor vehicle owners to finance a mode of transportation they do not use or use only occasionally but he was open to a "continuation" of what we are now collecting.

While we have been told by several legislators that the reduced amount by the Senate was a negotiation tactic, several members of the House Democratic Caucus are very concerned about one or more of the financing mechanisms for a variety of reasons. King County sales taxes would be above 10% if the .5% increase was approved by voters. Many business and community leaders fear that threshold level would drive consumers away from King County businesses into neighboring counties. Some members of the Democratic Caucus want to rely on the property tax to meet the needs of education and don't want that revenue source used for transit. Democrats in both houses are concerned about the impact of higher taxes on low-income people, especially the sales tax which is regressive in nature.

We have been fielding on-going questions and concerns about the requested tools and their impact on taxpayers and other funding priorities. In a recent blog post, Finance Chair Reuven Carlyle called ST 3 "a vital link to the future" but criticized the funding sources as a "cobbled construct of sales, property and motor vehicle taxes." Carlyle prefers new revenue sources for transit and transportation in general, including sales tax on gas, higher MVET, higher employee head tax, payroll tax, or a carbon-pricing program. Because several of the legislators with these concerns are from Seattle, we are currently scheduling a briefing with them and Board Members to address their concerns.

NEXT STEPS:

Our efforts will be focused on ensuring legislators and stakeholders understand the need for ST's \$15B authority request and to actively advocate for passage of a package by the House. The first big step is the HTC hearing and we will need Board engagement to persuade legislators and raise the profile of ST in the overall discussion. To do this we ask that Board Members:

- * Contact members of the House Transportation Committee during the week of March 16 to communicate the need to advance a package that provides the full ST Authority requested. This can be done via phone but if you'd like for the State Team to arrange in-person meetings, we are happy to do so. Targets identified by Board Member are attached but aren't intended to be exclusive. Please let me know how your conversations go so we can follow up with members as needed. The State Team has met with all the members of the HTC committee but has appointments scheduled with them throughout next week to check in again.

- * Testify or sign in at the HTC Hearing 3/16 at 3:30 PM. Board Chair Dow Constantine and Vice-Chairs Paul Roberts and Marilyn Strickland will be testifying as a panel but if you plan to attend as well, please let us know. ST staff can provide talking points and responses to possible questions to help you prepare.

- * Send a letter or email to all legislators within your subarea/jurisdiction the week of March 16. The goal of the letter is to put on record with individual legislators that ST needs its requested authority and why. A sample is attached but feel free to personalize it and if you need any additional assistance please let me know.

Agency Communications & Outreach

Since last summer, ST's communications efforts have been heavily focused on promoting the agency's successes, the need for new authority and the ST3 planning process. Communications activities will continue to support our state needs through our media relations, social media, events, etc. ST staff have also been working to identify stakeholders that would be interested in ST's legislative agenda and ST3 planning. While the agency cannot ask others to advocate on legislation, we are providing information about our request as appropriate and how they can be engaged in the ST3 planning process. We have a matrix of businesses, organizations and other stakeholders that will need to be contacted by ST Board Members, staff or combination of both as part of our outreach process. ST Government & Community Relations staff will be working with you and your staff directly to provide more detail on this effort.

Please don't hesitate to contact me if you have any questions or need assistance.

Your Attachments:

New Messages – Why \$15B? Why ST3?
House Transportation Committee Targets
Draft text for letter or email to legislators

Melanie Smith
State Relations Manager
Sound Transit
206-240-9035

Ann Snell McNeil
Government and Community Relations Director Sound Transit
206-398-5298 office
206-713-8395 cell

Puget Sound commuters need the full \$15 billion in new authority requested by the ST Board

- With congestion rising fast, there is tremendous public demand for expanding the regional light rail system to reach destinations including Everett, Tacoma, Downtown Redmond, Ballard and West Seattle, and for other investments including bus rapid transit on I-405 and expansions of overcrowded express bus routes.
- Anything less than full authority for \$15 billion in new revenue would not allow Sound Transit to meet the objectives of voters for high capacity transit in the Sound Transit District.
- Seventy percent of the state's economic activity originates in the Puget Sound region. Congestion is reaching critical levels, and a million more residents are expected by 2040. The entire state's future prosperity depends on giving the region the local funding tools to shape a viable measure that includes the projects that voters across the region consider critical and doesn't pit one area against another.
- A December scientific survey of Sound Transit District voters showed 70 percent supported a \$15 billion capital program. That strong support exists in every subarea.
- Local voters will have the final say on what new infrastructure will be built and local voters will be on the hook to pay for it. It's only fair that they get the full authority needed for a measure that will win region-wide support.
- The requested authority is for voters to be able to consider a mix of sales taxes, motor vehicle excise taxes and property taxes. These revenue sources were identified because they are the ones capable of generating the \$15 billion that is needed over the next 15 years. Other sources do not generate the required revenues.

DRAFT

The Honorable XX

Washington State Senate / House of Representatives
Olympia WA

Dear Senator / Representative X

I am writing to urge your support for providing Sound Transit with \$15 billion in new funding authority in the 2015 transportation package under consideration.

Sound Transit (ST) is asking for \$15 billion in local options for new voter-approved revenues. As local elected officials, we understand asking voters for any new revenues must be done thoughtfully and with rigorous review. We also know from ridership numbers and public opinion research that citizens in the ST district overwhelmingly want more ST service as quickly as we can deliver. The requested authority allows voters to consider a mix of sales taxes, motor vehicle excise taxes and property taxes because these sources are the ones capable of generating the \$15 billion that is needed over the next 15 years.

Seventy percent of the state's economic activity originates in the Puget Sound region but congestion is affecting our ability to maintain and attract business. With a million more residents expected by 2040, our future prosperity depends managing our transportation system and providing alternatives to congestion by investing in mass transit. That's why it's critical for any transportation package to include full ST request.

ST is on track to deliver more than 30 miles of light rail in the next eight years, including two major light rail segments opening next year ahead of schedule and under budget. Even so, current voter-approved projects fall short of meeting the tremendous public demand. The public wants light rail to reach Everett, Tacoma, downtown Redmond, Ballard and West Seattle, and other investments including bus rapid transit on I-405 and relief for overcrowded express bus routes. Anything less than full authority for \$15 billion in new revenue would not allow ST to meet voter priorities for high-capacity transit expansions in the ST district.

Over the next year, the ST Board will engage the public and develop a system expansion plan to include in a ballot measure. Voters in the ST district have expressed their overwhelming support for moving forward with new revenues to build out the regional transit system more quickly. A recent survey showed that 70% of voters in the ST district support a major expansion of mass transit comparable to the ST2 plan approved by voters in 2008.

I ask for your support for the full \$15B authority request for ST to allow the region the ability to discuss, plan and decide on how to proceed with expanding mass transit.

Thank you for your consideration.

Why Sound Transit 3?

- We must complete the light rail spine between Everett; Seattle, Redmond and Tacoma to connect our region's economic and population centers to keep up with the mobility needs of people and our growing economy.
- Residents, commuters, business owners and freight operators all are desperate for predictable transit and transportation systems. Light rail and high capacity transit are critical components to prepare for the transportation demands of a million more residents that are expected in the central Puget Sound region by the year 2040.
- Without new investments, travel times between Everett to Seattle will be three times longer within 20 years. ST 3 will build congestion-free rail capacity that gets riders out of traffic and takes cars off roads, freeing up space for other vehicles.
- People are demanding more options to get out of congestion and get moving. ST 3 extends our rail system deeper and farther – making travel more dependable and accessible for the whole region.
- Sound Transit 3 will enable the system to continue growing seamlessly after current projects are complete in 2023. Rail construction will continue without stopping and new extensions will open as soon as possible.
- Sound Transit 3 will connect regional job centers, making transit a viable and effective option for a larger portion of commuters. It's about mobility, building our economy, protecting our environment and making wise investments today.