



**chapter 7.1**  
**common problems**  
**and opportunities**

FINANCIAL CONSIDERATIONS:

Port of Seattle:

As of the present time, the five-member Port of Seattle Commission is authorized by law to levy taxes on the assessed valuation of the taxable property within the Port district (King County) as follows--

1. Not to exceed .045 mill for general Port purposes.
2. An additional millage as required to service interest and principal payments on general obligation bonds.

The issuance of general obligation (GO) bonds by the Port is governed by certain legal limitations. They include--

1. Without the approval of Port district voters, GO bonds may be issued in an amount not to exceed (together with an existing indebtedness of the Port district not authorized by the voters)  $\frac{3}{4}$  of 1% of the actual value of taxable property in the district as determined by the King County Assessor.
2. With the assent of 60% of Port district voters, GO bonds may be issued in an amount not to exceed (together with an existing indebtedness of the Port district not authorized by the voters)  $\frac{3}{4}$  of 1% of the actual value of the taxable property in the Port district as determined by the County Assessor.



In addition, the Port of Seattle is authorized under the Washington Aircraft Noise Impact Abatement Act of 1974 to fund noise remedy programs through a single general obligation bond issue of not more than 1/8 of 1% of the value of taxable property within the Port district. The provisions of this Act permit the Port to undertake the following within a prescribed aircraft noise impact area--

1. Acquire property or property rights by purchase or eminent domain.
2. Soundproof structures.
3. Insure mortgages of impacted property owners.
4. Rent, redevelop, or sell all acquired properties.

With regard to revenue bonds, the Port is not bound by any legal limitations as to the amount of such bonds that may be issued or outstanding at any one time. The actual limit of Port-issued revenue bonds is governed by the Port's ability to repay the principal and interest from operating revenues.

Other sources of revenue available to the Port include charges made to users of facilities (such as the Sea-Tac Airport); gifts and dedications; and various forms of Federal grants for eligible projects. Bank loans and other interim financing schemes can also be utilized as appropriate or as needed by the Port.



King County:

Under a charter approved by the voters in November 1969, the elected King County Executive and nine-member County Council are jointly responsible for the many functions and programs of this important general purpose unit of government. In order to meet these obligations, County officials can and do utilize a variety of fund sources, such as--

1. A millage levy on assessed valuation of taxable property within the County.
2. A share of State sales, gas, and liquor tax revenues.
3. General obligation and revenue bond issues.
4. State assistance programs.
5. Federal assistance programs.
6. Gifts and dedications.
7. Interest on investments.
8. Other revenues (fees, permits, licenses, fines, and forfeitures, etc.)
9. Bank loans and interim financing schemes.

A number of capital improvements have been accomplished in recent years by King County as part of the "Foreward Thrust" program. Seven GO bond issues involving some \$333,900,000 were endorsed by voters of King County and the City of Seattle in 1968 to fund the comprehensive "Forward Thrust" effort.

The Federal revenue sharing program has also permitted King County to accomplish several desired projects in recent years.





Close to \$7,000,000 annually has been made available to the County through the revenue sharing process. Moreover, a somewhat similar "block grant" has just been awarded to the County by the U.S. Department of Housing and Urban Development (HUD). Of importance to the Sea-Tac/Communities Plan Project is the fact that such HUD Community Development funds could be used in the future to pay for certain types of improvements within the Study Area, since "blighted and deteriorated" conditions are present in some parts of the area. Of course, several other parts of King County are also in competition for these limited funds.

Other Governmental Agencies:

Although there are several areawide agencies in existence within the Seattle-King County-Puget Sound Region, these agencies do not have fund sources that can be drawn upon to assist in implementation of the Sea-Tac/Communities Plan. The possible exception to this statement is METRO, which could assist in transit and/or sewage disposal facility needs in future years.

The State-imposed aviation fuel tax of 2¢ per gallon now applies only to general aviation. If the recently completed Washington State Airport System Plan is implemented or suggested, scheduled airlines would also be taxed about 1/2¢ per gallon, with the proceeds to be used for improvements at air carrier, commuter, and reliever airports, including Sea-Tac. The likelihood of



such an additional tax source is considered to be low, however, as are any appropriations from the State General Fund.

Other than the Revenue Sharing and HUD/CD Programs previously mentioned, the FAA provides the bulk of Federal funds that are normally available for airport-oriented improvements. At present, the Airport Development Aid Program (ADAP) represents the principal source of such FAA monetary assistance. Up to 50% of the cost of eligible projects may be granted to the Port of Seattle via ADAP.

Potential changes that are currently under consideration relative to ADAP include--

1. An increase in the present federal share of bona fide projects.
2. An extension of the Program to specifically cover such activities as the installation of noise insulation where appropriate, and the operation of a purchase assurance noise remedy program for impacted homeowners.
3. Both of the above.

Full implementation of the Sea-Tac/Communities Plan could be expedited if the suggested ADAP changes were made. A strong effort to convince Congress of the need for such modifications should be mounted, if at all possible.





