



**CITY OF KIRKLAND**  
**Department of Public Works**  
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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** David Godfrey, P.E., Transportation Engineering Manager  
Pam Bissonnette, Interim Public Works Director

**Date:** January 9, 2014

**Subject:** King County Metro Transit Proposed Service Reductions

**RECOMMENDATION:**

It is recommended that the City Council authorizes the Mayor to sign the attached letter to County Executive Constantine describing the City of Kirkland's position on proposed King County Metro bus service cuts and possible funding packages. The letter outlines Kirkland's longtime support for transit, our very serious concerns with the proposed cuts and the need for more information before we can consider them. It also poses questions about a funding solution currently being considered by the County.

It is also recommended the Council authorizes staff to communicate with King County Metro regarding proposed mid-day service frequency between Bellevue and Kirkland on Route 235.

**BACKGROUND DISCUSSION:**

*PROPOSED REVISIONS*

King County Metro is proposing a package of 600,000 hours of service cuts. This is in response to decreases in sales tax revenue during the recession of the past few years. A 600,000 hour cut is large, and the proposed change effects over 80% of Metro's routes. Routes in Kirkland are proposed to be decreased in frequency, truncated in length, reduced in span of service and/or eliminated altogether.

Metro has used its Service Guidelines (Attachment 1) to identify routes to reduce and restructure, and the cuts do not necessarily affect Kirkland disproportionately. However, with a cut of this size, it is not possible for the remaining network to provide adequate service. Some troubling elements of the proposed impacts in Kirkland include:

- Truncation of Route 255 at Totem Lake instead of Brickyard Park and Ride
- Rerouting and deletions that leaves no service on NE 116th Street
- Deletion of peak hour routes that serve Willows Road
- Reduction of mid-day and/or evening frequency on almost all routes resulting in many routes with a frequency of 60 minutes during some of the day

Kirkland's transit network might benefit from carefully targeted restructures even potentially including deletion of routes that serve a relatively few customers in the peak periods, if that service was spent elsewhere in Kirkland. Changes of the magnitude currently proposed by Metro cannot adequately support our transportation goals.

Several attachments are included to illustrate the revision that is currently proposed:

- Attachment 2: System-wide list of routes showing those that are deleted, reduced/revised or unchanged and a companion system-wide map.
- Attachment 3: Map and table of proposed revisions in northeast King County (centered on Kirkland).
- Attachment 4: Table of routes currently serving Kirkland and detailed information about the proposed changes for each of those routes (routes in yellow are proposed for deletion).

Metro also has created a helpful [interactive website showing more information about each route](#).

As part of the public process for the proposed reductions, an information van will be at the Kirkland Transit Center from 6:30 AM to 9:00 AM on January 14 and Metro is hosting an event at the Peter Kirk Community Center on January 16 from 6:00 PM to 8:00 PM.

If the proposed revisions move forward, implementation would begin in September of 2014 with additional reductions phased in over the following year.

#### *ARE THE CUTS NEEDED?*

Metro has promoted a need for the proposed revision because of a decrease in sales tax revenue which Metro staff says has caused a \$75 million annual "gap" between revenues and expenses associated with the existing system. King County has taken actions (see Attachment 5) such as increasing fares, drawing down reserves, eliminating staff and cutting or deferring capital expenditures to reduce the size of the gap.

Because sales tax revenues are beginning to grow again, and ridership is increasing significantly resulting in higher farebox revenue, it is unclear that a cut of the magnitude described above is still warranted. Staff from Kirkland is working with staff from King County to understand in full detail both the cost and revenue sides of the Metro budget shortfall and whether it is now less than the \$75 million. We plan to have more information for Council at the January 21, 2014 meeting. Before this information is completely understood, the proposed service cuts cannot be meaningfully discussed.

#### *A POTENTIAL TRANSPORTATION FUNDING PACKAGE*

In order to establish a solid foundation for future transit system funding, and fill whatever funding gap may exist, the County Executive has recently proposed a measure that would provide additional funding for transit and revenues to local jurisdictions and unincorporated King County for transportation needs. The measure is centered on a voter approved County-wide Transportation Benefit District (TBD). Information about the proposal and associated King County Ordinances are in the Sound Cities Association Public Issues Committee packet of January 8, (Attachment 6) beginning on page 19.

The proposal has been described by King County as imposing a .1% sales tax county-wide as well as a \$60 car tab fee on all eligible vehicles in King County. According to King County the .1% sales tax would generate \$50 million annually and the \$60 car tab would generate \$80 million annually for a total of \$130 million. 60% (approximately \$78 million) of the total revenue would be dedicated to Metro Transit for bus service. The remaining 40% (\$52 million) of revenue would be divided among all cities in King County and unincorporated King County based on population. Kirkland's share of this revenue is estimated to be slightly more than \$2 million annually. This TBD revenue can be used for roads, sidewalks, bike paths and other transportation needs as defined by the ordinance, the City of Kirkland, and state statutes authorizing TBDs. The TBD would need to be renewed by the voters in ten years by state law.

As with the nature and size of the funding gap, staff has numerous questions about the details of the funding package. Staff from the County will be at the February 4 Kirkland City Council meeting to further explain the proposed TBD package and answer questions that Council may have.

*WORKING WITH BELLEVUE*

Staff from the City of Bellevue have contacted staff from the City of Kirkland requesting support for preserving 15 minute mid-day frequencies on Route 235 between the Bellevue and Kirkland Transit Centers. While in general, Kirkland's position is that Metro's proposed network is untenable and discussing its details is not fruitful, staff is requesting Council approval to offer the support of the City of Kirkland to maintain this key connection. This is exactly the type of connection that will make Transit an effective part of Kirkland's transportation system.

LETTER TO KING COUNTY

A letter (Attachment 7) has been drafted for Council consideration. It addresses the elements and concerns described above. The letter outlines Kirkland's longtime support for transit, our very serious concerns with the proposed cuts and the need for more information before we can consider them. It also poses questions about the funding solution currently being considered by the County.

The action sought by staff is authorization for the Mayor to sign the letter.

# King County Metro Service Guidelines

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## Introduction

Metro has developed service guidelines that it will use to design and modify transit services in an ever-changing environment. The guidelines will help Metro make sure that its decision-making is objective, transparent, and aligned with the regional goals for the public transportation system. These guidelines enable Metro to fulfill Strategy 6.1.1 in its *Strategic Plan for Public Transportation 2011-2021*, which calls for Metro to “Manage the transit system through service guidelines and performance measures.”

Metro will use the guidelines to make decisions about expanding, reducing and managing service, to evaluate service productivity, and to determine if service revisions are needed because of changes in rider demand or route performance. Guidelines are also intended to help Metro respond to changing financial conditions and to integrate its services with the regional transportation system.

The guidelines are designed to address productivity, social equity and geographic value. These factors are applied within the guidelines in a multi-step process to identify the level and type of service, along with additional guidelines to measure service quality, define service design objectives and to compare the performance of individual routes within the Metro service network to guide modifications to service following identified priorities. The guidelines work as a system to emphasize productivity, ensure social equity and provide geographic value in a balanced manner through the identification of measurable indicators associated with each factor and the definition of performance thresholds that vary by market served, service frequency and locations served. They are also intended to help Metro respond to changing financial conditions and to integrate its services with the regional transportation system.

A central piece of the service guidelines is the All-Day and Peak Network, which establishes target service levels for transit corridors throughout King County. Productivity, social equity and geographic value are prioritized in this three-step process:

- **Step one** establishes initial service levels for corridors based on how well they meet measurable indicators reflecting productivity, social equity, and geographic value. Indicators of high productivity (using measurable land use indicators closely correlated with transit productivity) make up 50 percent of the total score, while geographic value and social equity indicators each comprise 25 percent of the total score in this step.
  - **Productivity** indicators demonstrate market potential of corridors using land use factors of housing and employment density.
  - **Social Equity** indicators provide an evaluation of how well corridors serve concentrations of minority and low-income populations by comparing boardings in these areas along each corridor against the systemwide average of all corridor boardings within minority and low-income census tracts.
  - **Geographic Value** indicators establish how well corridors preserve connections and service throughout King County.

The cumulative score from this step indicates the initial appropriate frequency for service in the corridor.

- **Step two** makes adjustments to the assigned step-one service family based on current ridership, productivity, and night network completeness. Adjustments are only made to assign corridors to a higher service level; service frequencies are not adjusted downward in this step.

- **Step three** defines the peak overlay for the All-Day and Peak Network. This step evaluates whether or not peak service provides a significant ridership or travel time advantage over the local service.

The All-Day and Peak Network will be analyzed annually concurrent with Metro's reports on the application of the service guidelines. Using this network as a baseline and as resources allow, Metro will work to adjust service levels to better meet the public transportation needs of King County.

Other guidelines are grouped into the following categories:

- **Performance management**  
These guidelines establish standards for productivity, passenger loads, and schedule reliability. Metro will use these guidelines to evaluate individual routes and recommend changes to achieve efficient and effective delivery of transit service as part of ongoing system management and in planning for growth or reduction.
- **Service restructures**  
These guidelines define the circumstances that will prompt Metro to restructure multiple routes along a corridor or within an area.
- **Service Design**  
These are qualitative and quantitative guidelines for designing specific transit routes and the overall transit network.
- **Use and implementation**  
This section describes how Metro will use all guidelines, how they will be prioritized to make recommendations about adding, reducing or adjusting service, and how the performance of individual bus routes and the Metro system as a whole will be reported.

The service guidelines provide Metro with tools to ensure that decisions about Metro's service network are transparent, consistent, and clear. These guidelines will be reported on and reviewed annually to ensure that they are consistent with Metro's strategic plan and other policy goals.

## All-day and peak network

Metro strives to provide high-quality transit service to a wide variety of travel markets and a diverse group of riders. Metro designs its services to meet a number of objectives:

- Support regional growth plans
- Respond to existing ridership demand
- Provide productive and efficient service
- Ensure social equity
- Provide geographic value through a network of connections and services throughout King County.

Metro is building a network of services to accomplish these objectives. The foundation of the All-Day and Peak Network is a set of two-way routes that operate all day and connect designated regional growth centers, manufacturing/industrial centers, and other areas of concentrated activity. All-day service is designed to meet a variety of travel needs and trip purposes throughout the day. Whether riders are traveling to work, appointments, shopping, or recreational activities, the availability of service throughout the day gives them the ability to travel when they need to. The All-Day and Peak Network also includes peak service that provides faster travel times, accommodates very high demand for travel to and from major employment centers, and serves park-and-ride lots in areas of lower population density.

A key step in developing the All-Day and Peak Network is to determine the service levels that meet the needs of King County’s diverse communities. Metro determines these service levels through a three-step process:

First, service levels are set by scoring all corridors using six measures addressing land use, social equity, and geographic value. Corridors with higher scores are assigned higher levels of service. Second, service levels are adjusted based on existing ridership. Corridor service levels are increased when the service level suggested in step-one would not be adequate to accommodate existing riders, would be inconsistent with service levels set for RapidRide services, or would leave primary connections without night service. Third, peak service that enhances the all-day network is determined using travel time and ridership information.

These steps provide broad guidance for establishing a balance of all-day service levels and peak services and may change as conditions do. The target service levels may also be revised as areas of King County grow and change. Metro does not have sufficient resources to fully achieve the All-Day and Peak Network today. The service-level guidelines, used in combination with the guidelines established for managing the system, will help Metro make progress toward the All-Day and Peak Network.

Service levels are defined by corridor rather than by route to reflect the fact that there may be multiple ways to design routes to serve a given corridor, including serving a single corridor with more than one route. The desired service levels can be achieved through service by a single route or by multiple routes.

Metro evaluated 113 corridors where it provides all-day service today and 94 peak services provided today. The services in these corridors include those linking regional growth centers, manufacturing/industrial centers, and transit activity centers; services to park-and-rides and major transit facilities; and services that are geographically distributed throughout King County. The same evaluation process could be used to set service levels for corridors that Metro does not currently serve.

### All-day and peak network assessment process

STEP-ONE: SET SERVICE LEVELS	
Factor	Purpose
Land Use	Support areas of higher employment and household density
Social Equity and Geographic Value	Serve historically disadvantaged communities
	Provide appropriate service levels throughout King County

STEP-TWO: ADJUST SERVICE LEVELS	
Factor	Purpose
Loads	Provide sufficient capacity for existing transit demand
Use	Improve effectiveness and financial stability of transit service
Service Span	Provide adequate levels of service throughout the day

STEP-THREE: IDENTIFY PEAK OVERLAY	
Factor	Purpose
Travel Time	Ensure that peak service provides a travel time advantage compared to other service alternatives
Ridership	Ensure that peak service is highly used

### OUTCOME: ALL-DAY AND PEAK NETWORK

## Step-One: Set service levels

Service levels are determined by the number of households and jobs in areas with access to a corridor, by the proportion of historically disadvantaged populations near the corridor, and by the geographic distribution of regional growth, manufacturing/industrial, and transit activity centers in King County. These factors give Metro a way to take into account the elements that make transit successful as well as the populations and areas that must be served to support social equity and deliver geographic value. Each corridor is scored on six factors, and the total score is used to set service levels in a corridor. Each corridor is intended to have the identified frequency during some or all of the time period listed.

### **Land use factors**

The success of a transit service is directly related to how many people have access to the service and choose to use it. Areas where many people live and work close to bus stops have higher potential transit use than areas where few people live and work close by. Areas that have interconnected streets have a higher potential for transit use than areas that have fewer streets or have barriers to movement, such as hills or lakes. The land-use factors Metro uses to determine service levels are the number of households and jobs located within a quarter-mile walking access of stops. The quarter-mile calculation considers street connectivity; only those areas that have an actual path to a bus stop are considered to have access to transit. This is an important distinction in areas that have a limited street grid or barriers to direct access, such as lakes or freeways. The use of land-use factors is consistent with Metro's *Strategic Plan for Public Transportation 2011-2021* because it addresses the need for transit to serve a growing population (Strategy 3.2.1) and encourages land uses that transit can serve efficiently and effectively (Strategy 3.3.1)

### **Social equity and geographic value factors**

As it strives to develop an effective transit network that ensures social equity and provides geographic value, Metro considers how the network will serve historically disadvantaged populations, transit activity centers, regional growth centers, and manufacturing/industrial centers. As a way to achieve social equity, Metro identifies areas where low-income and minority populations are concentrated as warranting higher levels of service. Metro also identifies primary connections between centers as warranting a higher level of service, to achieve both social equity and geographic value. Primary connections are defined as the predominant transit connection between centers, based on a combination of ridership and travel time.

Centers represent activity nodes throughout King County that form the basis for a countywide transit network. The term "centers," as defined in the strategic plan, refers collectively to regional growth centers, manufacturing/industrial centers, and transit activity centers. Regional growth centers and manufacturing/industrial centers are designated in the region's *Vision 2040* plan. Metro identified transit activity centers beyond the Puget Sound Regional Council (PSRC)-designated centers to support geographic value in the distribution of its transit network throughout King County. Transit activity centers include major destinations and transit attractions such as large employment sites, significant healthcare institutions and major social service agencies. Transit activity centers represent activity nodes throughout King County that form the basis for an interconnected transit network throughout the urban growth area of King County.

Each transit activity center identified in Appendix I meets one or more of the following criteria:

- Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity
- Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth centers
- Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes.

The size of these transit activity centers varies, but all transit activity centers represent concentrations of activity in comparison to the surrounding area.

The use of factors related to social equity and geographic value is consistent with the *Strategic Plan for Public Transportation 2011-2021*. The use of social equity factors guides transit service to provide travel opportunities for historically disadvantaged populations (Strategy 2.1.2). Factors concerning transit activity centers and geographic value guide service to areas of concentrated activity (Strategy 3.4.1) and ensure that services provide value in all areas of King County. Regional growth centers, manufacturing/industrial centers, and transit activity centers are listed in Appendix 1.

## **Revisions to Appendix 1 Centers in King County**

The list of centers associated with the All-Day and Peak Network is adopted by the King County Council as part of Metro's service guidelines. However, the region's growth and travel needs are anticipated to change in the future. The following defines centers and guides additions to this list.

### ***Regional Growth and Manufacturing/Industrial Centers***

Additions to and deletions from the regional growth and manufacturing/industrial Centers lists should be based on changes approved by the PSRC and defined in *Vision 2040*, or subsequent regional plans.

### ***Transit Activity Centers***

Additional transit activity centers may be designated in future updates of the service guidelines. Additions to the list of transit activity centers will be nominated by the local jurisdictions and must meet one or more of the above criteria, plus the following additional criteria:

- Pathways through the transit activity center must be located on arterial roadways that are appropriately constructed for transit use.
- Identification of a transit activity center must result in a new primary connection between two or more regional or transit activity centers in the transit network, either on an existing corridor on the All-Day and Peak Network or as an expansion to the network to address an area of projected all-day transit demand. An expansion to the network indicates the existence of a new corridor for analysis.
- Analysis of a new corridor using step-one of the All-Day and Peak Network assessment process must result in an assignment of 30-minute service frequency or better.

### Thresholds and points used to set service levels

Factor	Measure	Threshold	Points
Productivity (Land Use)	Households within ¼ mile of stops per corridor mile	>3,000 HH/Corridor Mi	10
		>2,400 HH/Corridor Mi	8
		>1,800 HH/Corridor Mi	6
		>1,200 HH/Corridor Mi	4
		>600 HH/Corridor Mi	2
	Jobs & student enrollment at universities & colleges within ¼ mile of stops per corridor mile	>10,250 Jobs & students/Corridor Mi	10
		>5,500 Jobs & students/Corridor Mi	8
		>3,000 Jobs & students/Corridor Mi	6
		>1,400 Jobs & students/Corridor Mi	4
		>500 Jobs & students/Corridor Mi	2
Social Equity	Percent of boardings in low-income census tracts <sup>1</sup>	Above system average	5
		Below system average	0
	Percent of boardings in minority census tracts <sup>2</sup>	Above system average	5
		Below system average	0
Geographic Value	Primary connection between regional growth, manufacturing/industrial centers	Yes	5
		No	0
	Primary connection between transit activity centers	Yes	5
		No	0

### Frequency based on total score

Scoring Range	Peak Service Frequency (minutes)	Off-Peak Service Frequency (minutes)	Night Service Frequency (minutes)
25-40	15	15	30
19-24	15	30	30
10-18	30	30	--
0-9	60 or less (≥ 60)	60 or less	--

<sup>1</sup> Low-income tracts are those where a greater percentage of the population than the countywide average has low incomes, based on current American Community Survey data.

<sup>2</sup> Minority tracts are defined as tracts where a greater percentage of the population than the Countywide average is minority (all groups except White, non-Hispanic), based on current census data.

## Step-Two: Adjust service levels

After setting service levels on the basis of the six factors in step-one, Metro adjusts the levels to ensure that the All-Day and Peak Network accommodates current ridership levels. Corridor service levels are increased if providing service at the levels established under step-one would not accommodate existing riders, would be inconsistent with policy-based service levels set for RapidRide services or would result in an incomplete network of night service<sup>3</sup>.

### Thresholds used to adjust service levels

Factor	Measure	Threshold	Adjustment to warranted frequency		
			Service level adjustment	Step 1 frequency (minutes)	Adjusted frequency (minutes)
Cost recovery	Estimated cost recovery by time of day – if existing riders were served by step-one service levels	>100% in any time period	Adjust two levels	15 or 30	<15
				≥ 60	15
		Peak >50%	Adjust one level	15	<15
				30	15
		Off-peak >50%	Add night service	≥ 60	30
		Night >33%		--	≥ 60
Night >16%	--	30			
Night >8%	--	≥ 60			
Load	Estimated load factor <sup>4</sup> by time of day – if existing riders were served by step-one service levels	>1.5	Adjust two levels	15 or 30	<15
				≥ 60	15
		>0.75	Adjust one level	15	<15
				30	15
≥ 60	30				
Service span	Connection at night	Primary connection between regional growth centers	Add night service	--	≥ 60
		Frequent peak service	Add night service	--	30

Metro also adjusts service levels on existing and planned RapidRide corridors to ensure that identified service frequencies are consistent with policy-based service frequencies for the RapidRide program: more frequent than 15 minutes during peak periods, 15 minutes during off-peak periods, and 15 minutes at night. Where policy-based service frequencies are more frequent than service frequencies established in step-two, frequencies are improved to the minimum specified by policy.

<sup>3</sup> An incomplete network of night service is defined as a network in which night service is not provided on a primary connection between regional growth centers or on a corridor with frequent peak service. Provision of night service on such corridors is important to ensure system integrity and social equity during all times of day.

<sup>4</sup> Load factor is calculated by dividing the maximum load along a route by the total number of seats on a bus, to get a ratio of riders to seats.

The combined outcome of steps one and two is a set of corridors with all-day service levels that reflect factors concerning land use, social equity, geographic value, and ridership. These corridors are divided into families based on the frequency of service, as described in the Service Families section below. Corridors with the highest frequency would have the longest span of service.

### Step-Three: Identify peak overlay

Peak service adds value to the network of all-day service by providing faster travel times and accommodating very high demand for travel to and from major employment centers. Peak service thresholds ensure that peak service is well-used and provides benefits above the network of all-day service. Service levels on peak routes are established separately from the all-day network because they have a specialized function within the transit network.

#### Thresholds for peak services

Factor	Measure	Threshold
Travel Time	Travel time relative to alternative service	Travel time should be at least 20% faster than the alternative service
Ridership	Rides per Trip	Rides per trip should be 90% or greater compared to alternative service

Metro considers travel time and ridership to determine where peak service is appropriate. Peak service in a corridor that also has all-day service should have higher ridership and faster travel times than the other service to justify its higher cost. If peak service does not meet the load and travel-time thresholds but serves an area that has no other service, Metro would consider preserving service or providing service in a new or different way, such as connecting an area to a different destination or providing alternatives to fixed-route transit service, consistent with Strategy 6.2.3.

Peak service generally has a minimum of eight trips per day on weekdays only. Peak service is provided for a limited span compared to all-day service. The exact span and number of trips are determined by demand on an individual route basis.

### Evaluating new service

Metro has defined the current All-Day and Peak Network on the basis of appropriate levels of service for all-day and peak services within King County today. However, the service assessment processes described in the guidelines should also be used when Metro is considering and evaluating potential or proposed new services, including new service corridors. They should also be applied over time to determine appropriate levels of service, including the need for new services and service corridors as areas of King County change.

### Service families

All-Day and Peak Network services are broken down by level of service into five families. Service families are primarily defined by the frequency and span of service they provide. The table below shows the typical characteristics of each family. Some services may fall outside the typical frequencies, depending on specific conditions.

## Summary of typical service levels by family

Service Family	Frequency <sup>5</sup> (minutes)			Days of service	Hours of service <sup>6</sup>
	Peak <sup>7</sup>	Off-peak	Night		
Very frequent	15 or more frequent	15 or more frequent	30 or more frequent	7 days	16-20 hours
Frequent	15 or more frequent	30	30	7 days	16-20 hours
Local	30	30 - 60	--*	5-7 days	12-16 hours
Hourly	60 or less frequent	60 or less frequent	--	5 days	8-12 hours
Peak	8 trips/day minimum	--	--	5 days	Peak
Alternative Services	Determined by demand and community collaboration process				

\*Night service on local corridors is determined by ridership and connections.

- **Very frequent** services provide the highest levels of all-day service. Very frequent corridors serve very large employment and transit activity centers and high-density residential areas.
- **Frequent** services provide high levels of all-day service. Frequent corridors generally serve major employment and transit activity centers and high-density residential areas.
- **Local** services provide a moderate level of all-day service. Local corridors generally serve regional growth centers and low- to medium-density residential areas.
- **Hourly** services provide all-day service no more frequently than every hour. Corridors generally connect low-density residential areas to regional growth centers.
- **Peak** services provide specialized service in the periods of highest demand for travel. Peak services generally provide service to a major employment center in the morning and away from a major employment center in the afternoon.
- **Alternative** service is any non-fixed route service directly provided or supported by Metro. Alternative services provide access to local destinations and fixed route transit service on corridors that cannot be cost-effectively served by fixed route transit at target service levels. The service type and frequency for Alternative services are determined through collaborative community engagement regarding community travel needs balanced against costs, which shall not exceed the estimated cost to deliver fixed route service at target service levels. Performance for Alternative services shall be determined individually for each service through a cost-effectiveness measure based on cost per rider.

<sup>5</sup> Frequency is the number of minutes between consecutive trips in the same direction. A trip with four evenly spaced trips per hour would have an average headway of 15 minutes and a frequency of four trips per hour.

<sup>6</sup> Hours of service, or span, is defined as the time between first trip and last trip leaving the terminal in the predominant direction of travel.

<sup>7</sup> Time period definitions: Peak 5-9 a.m. and 3-7 p.m. weekdays; Off-peak 9 a.m. to 3 p.m. weekdays; 5 a.m. to 7 p.m. weekends; Night 7 p.m. to 5 a.m. all days.

## Target Service Comparison

The service guidelines compare the target service levels identified through the corridor analysis with existing levels of service. A corridor is determined to be either “below”, “at” or “above” its target service level. This process is called the target service comparison.

The target service comparison is a factor in both the investment and reduction priorities, as described in the “Use and Implementation” section of the guidelines.

While the service families are based on frequency, Metro also classifies individual routes by their major destinations when comparing productivity. These classifications are based on the primary market served. Regional growth centers in the core of Seattle and the University District are significantly different from markets served in other areas of King County. Services are evaluated based on these two primary market types to ensure that comparisons reflect the service potential of each type of market.

- **Seattle core** routes are those that serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, the University District, or Uptown. These routes serve regional growth centers with very high employment and residential density.
- **Non-Seattle core** routes are those that operate only in other areas of Seattle and King County. These routes provide all-day connections between regional growth or transit activity centers outside of Seattle or provide service in lower-density areas.

## Performance management

Metro uses performance management to improve the efficiency and effectiveness of the transit system. Performance management guidelines are applied to individual routes to identify high and low performance, areas where investment is needed, and areas where resources are not being used efficiently and effectively.

### Productivity

Productivity measures identify routes where performance is strong or weak as candidates for addition, reduction, or restructuring. High and low performance thresholds differ for routes that serve the Seattle core areas<sup>8</sup> and those that do not. Routes serving the Seattle core are expected to perform at a higher level because the potential market is much greater than for routes serving other areas of King County.

The measures for evaluating routes are rides per platform hour<sup>9</sup> and passenger miles per platform mile<sup>10</sup>. Two measures are used to reflect the fact that services provide different values to the system. Routes with high ridership relative to the amount of investment perform well on the rides-per-platform-hour-measure. Routes with full and even loading along the route perform well on the passenger-miles-per-platform-mile measure; an example is a route that fills up at a park-and-ride and is full until reaching its destination.

Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period. High performance is defined as having productivity levels in the top 25 percent of routes within a category and time period. Routes in the bottom 25 percent on both productivity measures are identified as the first candidates for potential reduction.

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<sup>8</sup> Seattle core areas include the regional growth centers in downtown Seattle, First Hill/Capitol Hill, South Lake Union, Uptown, and the University District.

<sup>9</sup> Rides per platform hour is a measure of the number of people who board a transit vehicle relative to the total number of hours that a vehicle operates (from leaving the base until it returns).

<sup>10</sup> Passenger miles per platform mile is a measure of the total miles riders travel on a route relative to the total miles that a vehicle operates (from leaving the base until it returns).

Thresholds for the top 25 percent and the bottom 25 percent are identified for the following time periods and destinations for each of two performance measures – rides/platform hour and passenger miles/platform mile.

Time period	Route destination
Peak	Seattle core
	Not Seattle core
Off-peak	Seattle core
	Not Seattle core
Night	Seattle core
	Not Seattle core

## Passenger loads

Passenger loads are measured to identify crowded services as candidates for increased investment. Overcrowding is a problem because buses may pass up riders waiting at stops, riders may choose not to ride if other transportation options are available, and overcrowded buses often run late because it takes longer for riders to board and get off at stops.

Passenger loads are averaged using observations from a complete period between service changes. Trips must have average loads higher than thresholds for an entire service change period to be identified as candidates for investment. Load factor is calculated by dividing the maximum load along a route by the total number of seats on a bus, to get a ratio of riders to seats.

- When a route operates every 10-minutes or more frequently, or on all RapidRide services, an individual trip should not exceed a load factor of 1.5.
- When a route operates less than every 10-minutes, or is not a RapidRide service, an individual trip should not exceed a load factor of 1.25.
- No trip on a route should have a standing load for 20 minutes or longer.

Other considerations: Vehicle availability

Action alternatives:

- Assign a larger vehicle
- Add or adjust the spacing of trips within a 20-minute period

## Schedule reliability

Metro measures schedule reliability to identify routes that are candidates for remedial action due to poor service quality.

Schedule adherence is measured for all Metro services. Service should adhere to published schedules, within reasonable variance based on time of day and travel conditions. When measuring schedule adherence, Metro focuses on routes that are regularly running late. On-time is defined as a departure that is five minutes late or better at a scheduled time point.

<b>Time period</b>	<b>Lateness threshold (Excludes early trips)</b>
Weekday average	> 20%
Weekday PM peak average	> 35%
Weekend average	> 20%

Investment can include route design, schedule, or traffic operations improvements. Routes that operate with a headway less frequent than every 10-minutes that do not meet performance thresholds will be prioritized for schedule adjustment or investment. Routes that operate with a headway of every 10-minutes or more frequent that do not meet performance thresholds will be prioritized for traffic operations (speed and reliability) investments. It may not be possible to improve through-routed routes that do not meet performance thresholds because of the high cost and complication of separating routes.

Other considerations: External factors affecting reliability

Action alternatives:

- Adjust schedules
- Adjust routing
- Invest in speed and reliability improvements.

### **Service restructures**

Service restructures are changes to multiple routes along a corridor or within an area, including serving new corridors, in a manner consistent with service design criteria found in this service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service or to reduce net operating costs when Metro’s operating revenue is significantly reduced from historic levels.

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.
- Under service reduction conditions, service restructures shall have an added goal of resulting in an overall net reduction of service hours invested.
- Under service addition conditions, service restructures shall have added goals of increasing service levels and ridership.

When one or more key reasons trigger consideration of restructures, Metro specifically analyzes:

- Impacts on current and future travel patterns served by similarly aligned transit services;
- Passenger capacity of the candidate primary route(s) relative to projected consolidated ridership; and
- The cost of added service in the primary corridor to meet projected ridership demand relative to cost savings from reductions of other services.

Restructures will be designed to reflect the following:

- Service levels should accommodate projected loads at no more than 80 percent of established loading guidelines.
- When transfers are required as a result of restructures, the resulting service will be designed for convenient transfers and travel time penalties for transfers should be minimized.
- A maximum walk distance goal of 1/4 mile in corridors where service is not primarily oriented to freeway or limited-access roadways. Consideration for exceeding this goal may be given where the walking environment is pedestrian-supportive.

Based on these considerations, Metro recommends specific restructures that have compatibility of trips, capacity on the consolidated services to meet anticipated demand and that achieve measurable savings relative to the magnitude of necessary or desired change.

Following the implementation of restructures, Metro will regularly evaluate the resulting transit services and respond to on-time performance and passenger loads that exceed the performance management guidelines as part of the regular ongoing management of Metro's transit system.

Key reasons that will trigger consideration of restructures include:

#### ***Sound Transit or Metro service investments***

- Extension or service enhancements to Link light rail, Sounder commuter rail, and Regional Express bus services.
- Expansion of Metro's RapidRide network, investment of partner or grant resources, or other significant introductions of new Metro service.

#### ***Corridors above or below All-Day and Peak Network frequency***

- Locations where the transit network does not reflect current travel patterns and transit demand due to changes in travel patterns, demographics, or other factors.

#### ***Services compete for the same riders***

- Locations where multiple transit services overlap or provide similar connections.

#### ***Mismatch between service and ridership***

- Situations where a route serves multiple areas with varying demand characteristics or situations where ridership has increased or decreased significantly even though the underlying service has not changed.
- Opportunities to consolidate or otherwise reorganize service so that higher ridership demand can be served with improved service frequency and fewer route patterns.

#### ***Major transportation network changes***

- Major projects such as SR 520 construction and tolling and the Alaskan Way Viaduct replacement; the opening of new transit centers, park-and-rides, or transit priority pathways; or the closure of facilities like the South Park Bridge.

#### ***Major development or land use changes***

- Construction of a large-scale development, new institutions such as colleges or medical centers, or significant changes in the overall development of an area.

# Service design

Metro uses service design guidelines to develop transit routes and the overall transit network. Guidelines reflect industry best practices for designing service. The use of service design guidelines can enhance transit operations and improve the rider experience. Some guidelines are qualitative considerations that service development should take into account. Other guidelines have quantitative standards for comparing and measuring specific factors.

## 1. Network connections

Routes should be designed in the context of the entire transportation system, which includes local and regional bus routes, light-rail lines, commuter rail lines and other modes. Metro strives to make transfers easy as it develops a network of services. Network design should consider locations where transfer opportunities could be provided, and where provision of convenient transfers could improve the efficiency of the transit network. Where many transfers are expected to occur between services of different frequencies, timed transfers should be maintained to reduce customer wait times.

## 2. Multiple purposes and destinations

Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands. Routes that serve many rider groups rather than a single group appeal to more potential riders and are more likely to be successful. Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

## 3. Easy to understand, appropriate service

A simple transit network is easier for riders to understand and use than a complex network. Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served. Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.

## 4. Route spacing and duplication

Routes should be designed to avoid competing for the same riders. Studies indicate that people are willing to walk one-quarter mile on average to access transit, so in general routes should be no closer than one-half mile. Services may overlap where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.

Routes are defined as duplicative in the following circumstances:

- Two or more parallel routes operate less than one-half mile apart for at least one mile, excluding operations within a regional growth center or approaching a transit center where pathways are limited.
- A rider can choose between multiple modes or routes connecting the same origin and destination at the same time of day.
- Routes heading to a common destination are not spaced evenly (except for operations within regional growth centers).

## 5. Route directness

A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance. Some small loops

may be necessary to turn the bus around at the end of routes and to provide supplemental coverage, but such extensions should not diminish the overall cost-effectiveness of the route. Directness should be considered in relation to the market for the service.

Route deviations are places where a route travels away from its major path to serve a specific destination. For individual route deviations, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation. New deviations may be considered when the delay is less than 10 passenger-minutes per person boarding or exiting the bus along the deviation.

$$\frac{\text{Riders traveling through} \times \text{Minutes of deviation}}{\text{Boardings and exitings along deviation}} \leq 10 \text{ minutes}$$

## 6. Bus stop spacing

Bus stops should be spaced to balance the benefit of increased access to a route against the delay that an additional stop would create for all other riders. While close stop-spacing reduces walk time, it may increase total travel time and reduce reliability, since buses must slow down and stop more frequently.

Service	Average stop spacing
RapidRide	½ mile
All other services	¼ mile

Portions of routes that operate in areas where riders cannot access service, such as along freeways or limited-access roads, are excluded when calculating average stop spacing. Additional considerations for bus stop spacing include the pedestrian facilities, the geography of the area around a bus stop, passenger amenities, and major destinations.

## 7. Route length and neighborhood route segments

A bus route should be long enough to provide useful connections for riders and to be more attractive than other travel modes. A route that is too short will not attract many riders, since the travel time combined with the wait for the bus is not competitive compared to the time it would take to walk. Longer routes offer the opportunity to make more trips without a transfer, resulting in increased ridership and efficiency. However, longer routes may also have poor reliability because travel time can vary significantly from day to day over a long distance. Where many routes converge, such as in regional growth centers, they may be through-routed<sup>11</sup> to increase efficiency, reduce the number of buses providing overlapping service, and reduce the need for layover space in congested areas.

In some places, routes extend beyond regional growth centers and transit activity centers to serve lower density residential neighborhoods. Where routes operate beyond centers, ridership should be weighed against the time spent serving neighborhood segments, to ensure that the service level is appropriate to the level of demand. The percent of time spent serving a neighborhood segment should be considered in relation to the percent of riders boarding and exiting on that segment.

$$\frac{\text{Percent of time spent serving neighborhood segment}}{\text{Percent of riders boarding/exiting on neighborhood segment}} \leq 1.2^{12}$$

<sup>11</sup> "Through-routing" means continuous routing of vehicles from one route to another such that a rider would not have to transfer from one route to reach a destination on the other.

<sup>12</sup> The value of the service extended into neighborhoods beyond major transit activity centers should be approximately equal to the investment made to warrant the service. A 1:1 ratio was determined to be too strict, thus this ratio was adjusted to 1.2.

## 8. Operating paths and appropriate vehicles

Buses are large, heavy vehicles and cannot operate safely on all streets. Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality. Bus routes should also be designed to avoid places where traffic congestion and delay regularly occur, if it is possible to avoid such areas while continuing to meet riders' needs. Bus routes should be routed, where possible, to avoid congested intersections or interchanges unless the alternative would be more time-consuming or would miss an important transfer point or destination. Services should operate with vehicles that are an appropriate size to permit safe operation while accommodating demand. Appropriate vehicles should be assigned to routes throughout the county to avoid concentrating older vehicles in one area, to the extent possible given different fleet sizes, technologies and maintenance requirements. All new vehicles will be equipped with automated stop announcement systems.

## 9. Route terminals

The location where a bus route ends and the buses wait before starting the next trip must be carefully selected. Priority should be given to maintaining existing layover spaces at route terminals to support continued and future service. People who live or work next to a route end may regard parked buses as undesirable, so new route terminals should be placed where parked buses have the least impact on adjoining properties, if possible. Routes that terminate at a destination can accommodate demand for travel in two directions, resulting in increased ridership and efficiency. Terminals should be located in areas where restroom facilities are available for operators, taking into account the times of day when the service operates and facilities would be needed. Off-street transit centers should be designed to incorporate layover space.

## 10. Fixed and variable routing

Bus routes should operate as fixed routes in order to provide a predictable and reliable service for a wide range of potential riders. However, in lower-density areas where demand is dispersed, demand-responsive service may be used to provide more effective service over a larger area than could be provided with fixed-route service. Demand-responsive service may be considered where fixed-route service is unlikely to be successful or where unique conditions exist that can be met more effectively through flexible service.

## 11. Bus stop amenities and bus shelters

Bus stop amenities should be installed based on ridership, in order to benefit the largest number of riders. Bus stop amenities include such things as bus shelters, seating, waste receptacles, lighting, and information signs, maps, and schedules. In addition to ridership, special consideration may be given to areas where:

- high numbers of transfers are expected;
- waiting times for riders may be longer;
- stops are close to facilities such as schools, medical centers, or senior centers; or
- the physical constraints of bus stop sites, preferences of adjacent property owners, and construction costs could require variance from standards.

Major infrastructure such as elevators and escalators will be provided where required by local, state, and federal regulations.

### RapidRide Routes

Level of amenity	Boardings
Station	150+
Enhanced stop	50-149
Standard stop	Less than 50

### Other Routes

Location	Boardings
City of Seattle	50
Outside Seattle	25

## Use and implementation

Metro uses the following guidelines when adding or reducing service as well as in the ongoing development and management of transit service.

### Guidelines for adding or reducing service

Guideline	Measures
Productivity	Rides per platform hour Passenger miles per platform mile
Passenger loads	Load factor
Schedule reliability	On-time performance Headway adherence Lateness
All-Day and Peak Network	Current service relative to All-Day and Peak Network

### Adding Service

Metro invests in service by using guidelines in the following order:

1. Passenger Loads
2. Schedule Reliability
3. All-Day and Peak Network
4. Productivity

### ***Passenger Loads and Schedule Reliability***

Metro first uses the passenger load and schedule reliability guidelines to assess service quality. Routes that do not meet the standards are considered to have low quality service, which has a negative impact on riders and could discourage them from using transit. These routes are the highest priority candidates for investment. Routes that are through-routed but suffer from poor reliability may be candidates for investment, but because of the size and complexity of changes to through-routes, they would not be automatically given top priority.

### ***All-Day and Peak Network***

Metro next uses the All-Day and Peak Network guidelines and the target service comparison (as described on p. SG-10) to determine if corridors are below their target levels, meaning a corridor in which the all-day Service Family assignment (see SG-9) is a higher level of service than the corridor currently has. If a corridor is below the target service level it is an investment priority. Investments in corridors below their target service levels are prioritized primarily using the geographic value score. Investments are ordered for implementation on the basis of geographic value score, followed by the land use score, then the social equity score. Other constraints or considerations such as fleet availability or restructuring processes could be used to suggest order of implementation.

When planning improvements to corridors that are below their target service levels or that perform in the bottom 25 percent, Metro will consider the use of alternative services. These alternative services will be used to replace or to supplement the fixed route service in the corridor and cost-effectively maintain or enhance the access to transit for those who live in the corridor.

Also with growing resources, Metro could identify candidate alternative service areas based on feedback from communities about unmet travel needs. Alternative services could respond to travel needs not easily accommodated by fixed-route transit, or could be designed to make the fixed-route service more effective. This could involve adding service in corridors below their target service levels.

As development or transit use increase in corridors with alternative services, Metro will consider converting alternative service into fixed route service. Conversion of alternative service to fixed route service will be guided by alternative service performance thresholds and the cost effectiveness of the alternative service compared to that of fixed route.

Metro will measure the cost per rider for alternative service as one of the measures that can be compared to fixed route service. Other alternative service performance measures and thresholds will be developed as Metro evaluates the demonstrations called for in the five-year plan. Appropriate measures will be used to evaluate each alternative service and will be included as part of the service guidelines report.

Metro is open to forming partnerships with cities and private companies that would fully or partially fund transit service, and will make exceptions to the established priorities to make use of partner funding. Metro's partners are expected to contribute at least one-third of the cost of operating service. Partnerships will be considered according to the following priorities:

1. Service funded fully by Metro's partners would be given top priority over other service investments.
2. On corridors identified as below their target service levels in the All-Day and Peak Network, service that is between one-third and fully funded by Metro's partners would be given top priority among the set of investments identified in corridors below their target service levels. However, this service would not be automatically prioritized above investments to address service quality problems.

## **Productivity**

The final guideline Metro uses to determine if additional service is needed is productivity. Routes with productivity in the top 25 percent perform well in relation to other routes; investment in these services would improve service where it is most efficient.

## **Reducing service**

The service guidelines identify the steps for evaluation when Metro is reducing service. Routes that are in the bottom 25 percent in one or both productivity measures and operate on corridors that are above their target service levels have a higher potential for reduction than routes on corridors that are at or below their target service level. While the guidelines form the basis for identifying services for reduction, Metro also considers other factors such as system efficiencies, simplification, and potential changes to other service in an area. The use of these other factors means that some routes may not be reduced in the priority order stated below.

Metro also considers restructures when making large reductions, to identify areas where restructuring can lead to more efficient service. Reduction of service can range from reduction of a single trip to elimination of an entire route. While no route or area is exempt from change during large-scale system reductions, Metro will seek to maintain service at All-Day and Peak Network levels, and to avoid reducing service on corridors already identified as below their target service levels.

Service restructuring allows Metro to serve trip needs at a reduced cost by consolidating and focusing service in corridors such as those in the All-Day and Peak Network. Restructuring allows Metro to make reductions while minimizing impacts to riders. Metro strives to eliminate duplication and match service to demand during large-scale reductions. As a result of service consolidation some routes may increase in frequency to accommodate projected loads, even while the result of the restructure is a reduction in service hours.

Metro serves some urbanized areas of east and south King County adjacent to or surrounded by rural land. Elimination of all service in these areas would result in significant reduction in the coverage that Metro provides. To ensure that Metro continues to address mobility needs, ensure social equity and provide geographic value to people throughout King County, connections to these areas would be preserved when making service reductions, regardless of productivity.

During service reductions Metro will consider the use of alternative services that can reduce costs on corridors with routes that are in the bottom 25 percent in one or both productivity measures. In this way, alternative services may help maintain public mobility in a cost-effective manner. These alternative services will be evaluated according to the measures and performance thresholds developed through the evaluation of the demonstrations called for in the five-year plan.

Priorities for reduction are listed below. Within all of the priorities, Metro ensures that social equity is a primary consideration in any reduction proposal, complying with all state and federal regulations.

1. Reduce service on routes that are below the 25 percent productivity threshold for a given time period. Routes that are below the 25 percent productivity threshold on both measures are considered for reduction before routes that are below the 25 percent productivity threshold for only one measure in the following order:
  - All-day routes that duplicate or overlap with other routes on corridors on the All-Day and Peak Network.
  - Peak routes failing one or both of the criteria.
  - All-day routes that operate on corridors that are above their target service levels, meaning corridors in which the all-day service family assignment (see SG-9) is a lower level of service than the corridor currently has.
  - All-day routes that operate on corridors which are at their target service levels. This worsens the deficiency between existing service and the All-Day and Peak Network service levels.

2. Restructure service to improve efficiency of service.
3. Reduce service on routes that are above the 25 percent productivity threshold for a given time period. Routes that are between the 25 and 50 percent productivity threshold on both measures are considered for reduction before routes that are above the 50 percent productivity threshold for either measure, in the following order:
  - All-day routes that duplicate or overlap with routes on the All-Day and Peak Network.
  - Peak routes that meet both peak criteria or are above the 25 percent threshold.
  - All-day routes on corridors that are above their target service levels.
  - All-day routes on corridors which are at their target service levels. This worsens the deficiency between existing service and the service levels determined through the All-Day and Peak Network analysis.
4. Reduce services on routes that are below the 25 percent productivity threshold for a given time period on corridors identified as below their target service levels. Routes that are below the 25 percent productivity threshold on both measures are considered for reduction before routes that are below the 25 percent productivity threshold for only one measure. This worsens the deficiency between existing service and the All-Day and Peak Network service levels.

In many areas of the county, and especially in urbanized areas adjacent to or surrounded by rural land, Metro may provide service in different ways in the future, including with alternatives to fixed-route transit service (Strategy 6.2.3). These services could include fixed-route with deviations or other Dial-a-Ride Transit, or other alternative services that offer mobility similar to the fixed-route service provided. Services such as Community Access Transportation also provide alternatives to fixed-route service by allowing Metro to partner with local agencies or jurisdictions to provide service in a way that meets the needs of the community and is more efficient and cost-effective than fixed-route transit. This approach is consistent with the *Strategic Plan for Public Transportation 2011-2021* because it considers a variety of products and services appropriate to the market (Strategy 2.1.1).

## Implementation

Metro revises service three times each year—in spring, summer, and fall. The summer service change coordinates with the summer schedule for the University of Washington, because service is adjusted each summer on routes serving the UW. In cases of emergency or time-critical construction projects, Metro may make changes at times other than the three regularly scheduled service changes. However, these situations are rare and are kept to a minimum because of the high level of disruption and difficulty they create. Metro will identify and discuss service changes that address performance-related issues in its annual route performance report.

Any proposed changes to routes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than one-half mile.
- Any changes in route numbers.

## **Adverse Effect of a Major Service Change**

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

## **Disparate Impact Threshold**

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is ten percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

## **Disproportionate Burden Threshold**

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is ten percent. Should Metro find a disproportionate burden, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

## **Public outreach**

Metro conducts outreach to gather input from the public when considering major changes. Outreach ranges from relatively limited activities, such as posting rider alerts at bus stops, to more extensive outreach including mailed informational pieces and questionnaires, websites, media notices and public open houses.

For service changes that affect multiple routes or large areas, Metro may convene a community-based sounding board. Sounding board members attend public meetings, offer advice about public outreach, and provide feedback about what changes to bus service would be best for the local communities. Metro considers sounding board recommendations as it develops recommendations.

Proposed changes may require County Council approval, as described above. The Council holds a public hearing before making a final decision on changes.

## Future guidelines

As the transit system changes over time, Metro may need to change some guidelines as well. Updates to the guidelines will be considered along with updates to Metro's *Strategic Plan for Public Transportation 2011-2021*.

As part of the required 2013 review and re-adoption of the strategic plan and service guidelines, the results of a collaborative process that addresses the factors, methodology and prioritization of adding service consistent with Strategy 6.1.1 will be included. Key goals include:

- A. More closely align factors used to serve and connect centers in the development of the All-Day and Peak Network and resulting service level designations, including consideration of existing public transit services, with jurisdictions' growth decisions, such as zoning, and transit-supportive design requirements, and actions, associated with but not limited to permitting, transit operating enhancements, parking controls and pedestrian facilities; and
- B. Create a category of additional service priority, complementary to existing priorities for adding service contained within the King County Metro Service Guidelines, so that priorities include service enhancements to and from, between and within *Vision 2040* Regionally Designated Centers, and other centers where plans call for transit-supportive densities and jurisdictions have invested in capital facilities, made operational changes that improve the transit operating environment and access to transit and implemented programs that incentivize transit use.

## ■ APPENDIX 1: Centers in King County

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### **Regional Growth Centers**

Auburn  
Bellevue Downtown  
Burien  
Federal Way  
First Hill/Capitol Hill  
Kent  
Northgate  
Overlake  
Redmond  
Renton  
SeaTac  
Seattle CBD  
South Lake Union  
Totem Lake  
Tukwila  
University District  
Uptown

### **Manufacturing/Industrial Centers**

Ballard/Interbay  
Duwamish  
Kent  
North Tukwila

### **Transit Activity Centers**

Alaska Junction  
Aurora Village Transit Center  
Ballard (Ballard Ave NW/NW Market St)  
Beacon Hill Station  
Black Diamond  
Bothell (UW Bothell/Cascadia Community College)  
Carnation  
Central District (23rd Ave E/E Jefferson St)  
Children's Hospital  
Columbia City Station  
Covington (172nd Ave SE/SE 272nd St)  
Crossroads (156th Ave NE/NE 8th St)  
Crown Hill (15th Ave NW/NW 85th St)  
Des Moines (Marine View Dr/S 223rd St)  
Duvall  
Eastgate (Bellevue College)  
Enumclaw  
Factoria (Factoria Blvd SE/SE Eastgate Wy)  
Fairwood (140th Ave SE/SE Petrovitsky Rd)  
Maple Valley (Four Corners, SR-169/Kent-Kangley Rd)  
Fremont (Fremont Ave N/N 34th St)

Georgetown (13th Ave S/S Bailey St)  
Green River Community College  
Greenwood (Greenwood Ave N/N 85th St)  
Harborview Medical Center  
Highline Community College  
Issaquah Highlands  
Issaquah (Issaquah Transit Center)  
Juanita (98th Ave NE/NE 116th St)  
Kenmore (Kenmore Park and Ride)  
Kent East Hill (104th Ave SE/SE 240th St)  
Kirkland (Kirkland Transit Center)  
Kirkland (South Kirkland Park and Ride)  
Lake City  
Lake Forest Park  
Lake Washington Technical College  
Madison Park (42nd Ave E/E Madison St)  
Magnolia (34th Ave W/W McGraw St)  
Mercer Island  
Mount Baker Station  
Newcastle  
North Bend  
North City (15th Ave NE/NE 175th St)  
Oaktree (Aurora Ave N/N 105th St)  
Othello Station  
Rainier Beach Station  
Renton Highlands (NE Sunset Blvd/NE 12th St)  
Renton Technical College  
Roosevelt (12th Ave NE/NE 65th St)  
Sammamish (228th Ave NE/NE 8th St)  
Sand Point (Sand Point Way/NE 70th St)  
Shoreline (Shoreline Community College)  
Snoqualmie  
SODO (SODO Busway/Lander St)  
South Mercer Island  
South Park (14th Ave S/S Cloverdale St)  
South Seattle Community College  
Tukwila International Blvd Station  
Twin Lakes (21st Ave SW/SW 336th St)  
Valley Medical Center  
Vashon  
Wallingford (Wallingford Ave N/N 45th St)  
Westwood Village  
Woodinville (Woodinville Park and Ride)

## ■ APPENDIX 2: Corridors evaluated for All-Day and Peak network

Connections		
Between	And	Via
Admiral District	Southcenter	California Ave SW, Military Rd, TIBS
Alki	Seattle CBD	Admiral Way
Auburn	Pacific	Algona
Auburn	Burien	Kent, SeaTac
Auburn/GRCC	Federal Way	15th St SW, Lea Hill Rd
Aurora Village	Seattle CBD	Aurora Ave N
Aurora Village	Northgate	Meridian Av N
Avondale	Kirkland	NE 85th St, NE Redmond Wy, Avondale Wy NE
Ballard	Seattle CBD	15th Ave W
Ballard	University District	Green Lake, Greenwood
Ballard	Lake City	Holman Road, Northgate
Ballard	Seattle CBD	W Nickerson, Westlake Av N, 9th Ave
Ballard	University District	Wallingford (N 45th St)
Beacon Hill	Seattle CBD	Beacon Ave
Bellevue	Eastgate	Lake Hills Connector
Bellevue	Redmond	NE 8th St, 156th Ave NE
Bellevue	Renton	Newcastle, Factoria
Burien	Seattle CBD	1st Ave S, South Park, Airport Wy
Burien	Seattle CBD	Delridge, Ambaum
Burien	Seattle CBD	Des Moines Mem Dr, South Park
Capitol Hill	Seattle CBD	15th Ave E
Capitol Hill	Seattle CBD	Madison St
Capitol Hill	White Center	South Park, Georgetown, Beacon Hill, First Hill
Central District	Seattle CBD	E Jefferson St
Colman Park	Seattle CBD	Leschi, Yesler
Cowen Park	Seattle CBD	University Way, I-5
Discovery Park	Seattle CBD	Gilman Ave W, 22nd Ave W, Thorndyke Av W
Eastgate	Bellevue	Newport Wy , S. Bellevue, Beaux Arts
Eastgate	Overlake	Phantom Lake
Eastgate	Bellevue	Somerset, Factoria, Woodridge
Enumclaw	Auburn	Auburn Wy S, SR 164
Fairwood	Renton	S Puget Dr, Royal Hills
Federal Way	Kent	Military Road
Federal Way	SeaTac	SR-99
Fremont	Broadview	8th Av NW, 3rd Av NW

<b>Connections</b>		
<b>Between</b>	<b>And</b>	<b>Via</b>
Fremont	Seattle CBD	Dexter Ave N
Fremont	University District	N 40th St
Green River CC	Kent	132nd Ave SE
Greenwood	Seattle CBD	Greenwood Ave N
High Point	Seattle CBD	35th Ave SW
Issaquah	North Bend	Fall City, Snoqualmie
Issaquah	Eastgate	Newport Way
Issaquah	Overlake	Sammamish, Bear Creek
Kenmore	Totem Lake	Finn Hill, Juanita
Kenmore	Kirkland	Juanita
Kenmore	Shoreline	Lake Forest Park, Aurora Village TC
Kenmore	University District	Lake Forest Park, Lake City
Kennydale	Renton	Edmonds Av NE
Kent	Renton	84th Av S, Lind Av SW
Kent	Renton	Kent East Hill
Kent	Burien	Kent-DM Rd, S. 240th St, 1st Av S
Kent	Maple Valley	Kent-Kangley Road
Kent	Seattle CBD	Tukwila
Kirkland	Factoria	Overlake, Crossroads, Eastgate
Kirkland	Bellevue	South Kirkland
Lake City	University District	35th Ave NE
Lake City	University District	Lake City, Sand Point
Lake City	Seattle CBD	NE 125th St, Northgate, I-5
Laurelhurst	University District	NE 45th St
Madison Park	Seattle CBD	Madison St
Madrona	Seattle CBD	Union St
Magnolia	Seattle CBD	34th Ave W, 28th Ave W
Mercer Island	S Mercer Island	Island Crest Way
Mirror Lake	Federal Way	S 312th St
Mount Baker	Seattle CBD	31st Av S, S Jackson St
Mountlake Terrace	Northgate	15th Ave NE, 5th Ave NE
Mt Baker	University District	23rd Ave E
Northeast Tacoma	Federal Way	SW 356th St, 9th Ave S
Northgate	Seattle CBD	Green Lake, Wallingford
Northgate	University District	Roosevelt
Northgate	University District	Roosevelt Way NE, NE 75th St
Othello Station	Columbia City	Seward Park
Overlake	Bellevue	Bell-Red Road
Overlake	Bellevue	Sammamish Viewpoint, Northup Way

<b>Connections</b>		
<b>Between</b>	<b>And</b>	<b>Via</b>
Queen Anne	Seattle CBD	Queen Anne Ave N
Queen Anne	Seattle CBD	Taylor Ave N
Rainier Beach	Seattle Center	Martin Luther King Jr Wy, E John St, Denny Way
Rainier Beach	Seattle CBD	Rainier Ave
Rainier Beach	Capitol Hill	Rainier Ave
Redmond	Eastgate	148th Ave, Crossroads, Bellevue College
Redmond	Fall City	Duvall, Carnation
Redmond	Totem Lake	Willows Road
Renton	Enumclaw	Maple Valley, Black Diamond
Renton	Seattle CBD	Martin Luther King Jr Wy, I-5
Renton	Renton Highlands	NE 4th St, Union Ave NE
Renton	Burien	S 154th St
Renton	Seattle CBD	Skyway, S. Beacon Hill
Renton	Rainier Beach	West Hill, Rainier View
Renton Highlands	Renton	NE 7th St, Edmonds Av NE
Richmond Beach	Northgate	Richmond Bch Rd, 15th Ave NE
Sand Point	University District	NE 55th St
Shoreline	University District	Jackson Park, 15th Av NE
Shoreline CC	Greenwood	Greenwood Av N
Shoreline CC	Northgate	N 130th St, Meridian Av N
Shoreline CC	Lake City	N 155th St, Jackson Park
Totem Lake	Seattle CBD	Kirkland, SR-520
Tukwila	Des Moines	McMicken Heights, Sea-Tac
Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S
Tukwila	Fairwood	S 180th St, Carr Road
Twin Lakes	Federal Way	S 320th St
Twin Lakes	Federal Way	SW Campus Dr, 1st Ave S
University District	Seattle CBD	Broadway
University District	Seattle CBD	Eastlake, Fairview
University District	Seattle CBD	Lakeview
University District	Bellevue	SR-520
UW Bothell	Redmond	Woodinville, Cottage Lake
UW Bothell/CCC	Kirkland	132nd Ave NE, Lake Washington Tech
Vashon	Tahlequah	Valley Center
Wedgwood	Cowen Park	View Ridge, NE 65th St
West Seattle	Seattle CBD	Fauntleroy, Alaska Junction
White Center	Seattle CBD	16th Ave SW, SSCC
White Center	Seattle CBD	Highland Park, 4th Ave S
Woodinville	Kirkland	Kingsgate

# How routes are affected in the service reduction proposal

## Deleted

4	154	280
5 EX	158	304
7 EX	159	306 EX
19	161	308
21	167	<b>DART</b>
22	173	
25	178	901
26	179	908
27	190	909
28	192	910
30	200	913
31	201	916
37	202	919
47	203	927
48 EX	205 EX	930
57	209	935
61	210	
62	211 EX	
66 EX	213	
67	215	
68	217	
72	237	
82	238	
83	242	
84	243	
99	244 EX	
110	250	
113	260	
139	265	
152	277	

## Reduced/Revised

C Line	55	150	257
D Line	56 EX	156	269
1	60	157*	271
2	64 EX	164	311
3*	65	168*	331
5	70*	177*	342*
7	71	180	346
8	73*	181*	348
9 EX	98†	182	355 EX*
11	105	186	358 EX*
12	106*	187	(E Line)
13*	107	193 EX	372 EX*
14	111	197	<b>DART</b>
16*	114	204	
17 EX	116 EX	208	903
18 EX	118 EX	212*	907
21 EX	118	214	914
24	119 EX	221	915
26 EX*	119	226	917
28 EX*	120	232	931
29	121	234	
32*	122	235*	
33	123	236	
36	124	240	
40	125	241	
41	128	245	
43	131	248	
44	132	249	
49	143 EX	252	
50*	148	255	

## Unchanged

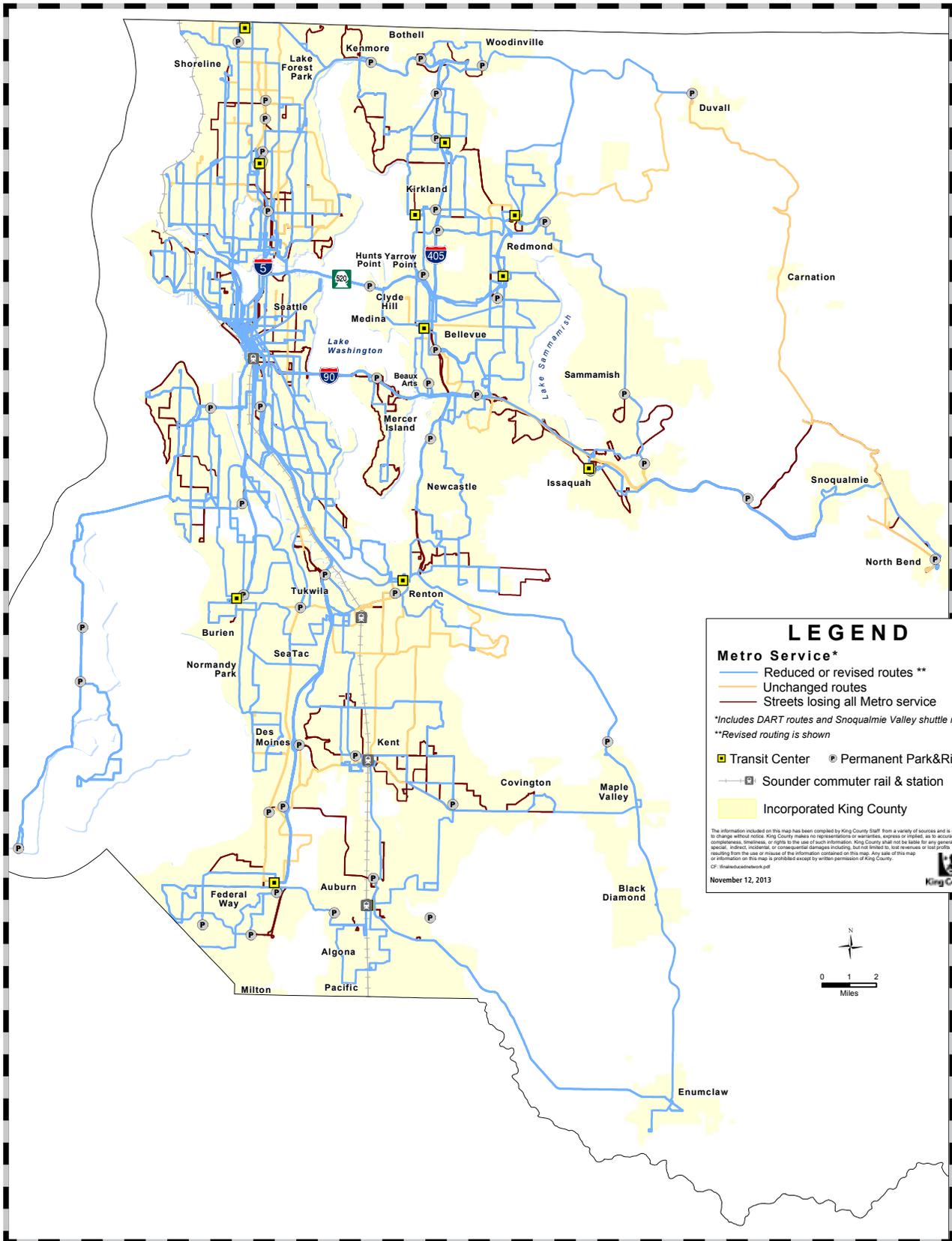
A Line
B Line
10
15 EX
48
74 EX
75
76
77
101
102
140 (F Line)
153
166
169
183
216
218
219
224
246
268
301
303 EX
309 EX
312 EX
316
330
345
347
373 EX
601 EX
<b>DART</b>
906

☐ Routes in shaded cells are among Metro's lowest-performing 25%

\* Routes have additional service/trips as a result of a revision

† South Lake Union Streetcar

# Proposed reduction of up to 600,000 annual service hours





## Proposed Revision: Northeast King County

In the 2014-2015 service reduction proposal, Metro has revised the Northeast King County network to:

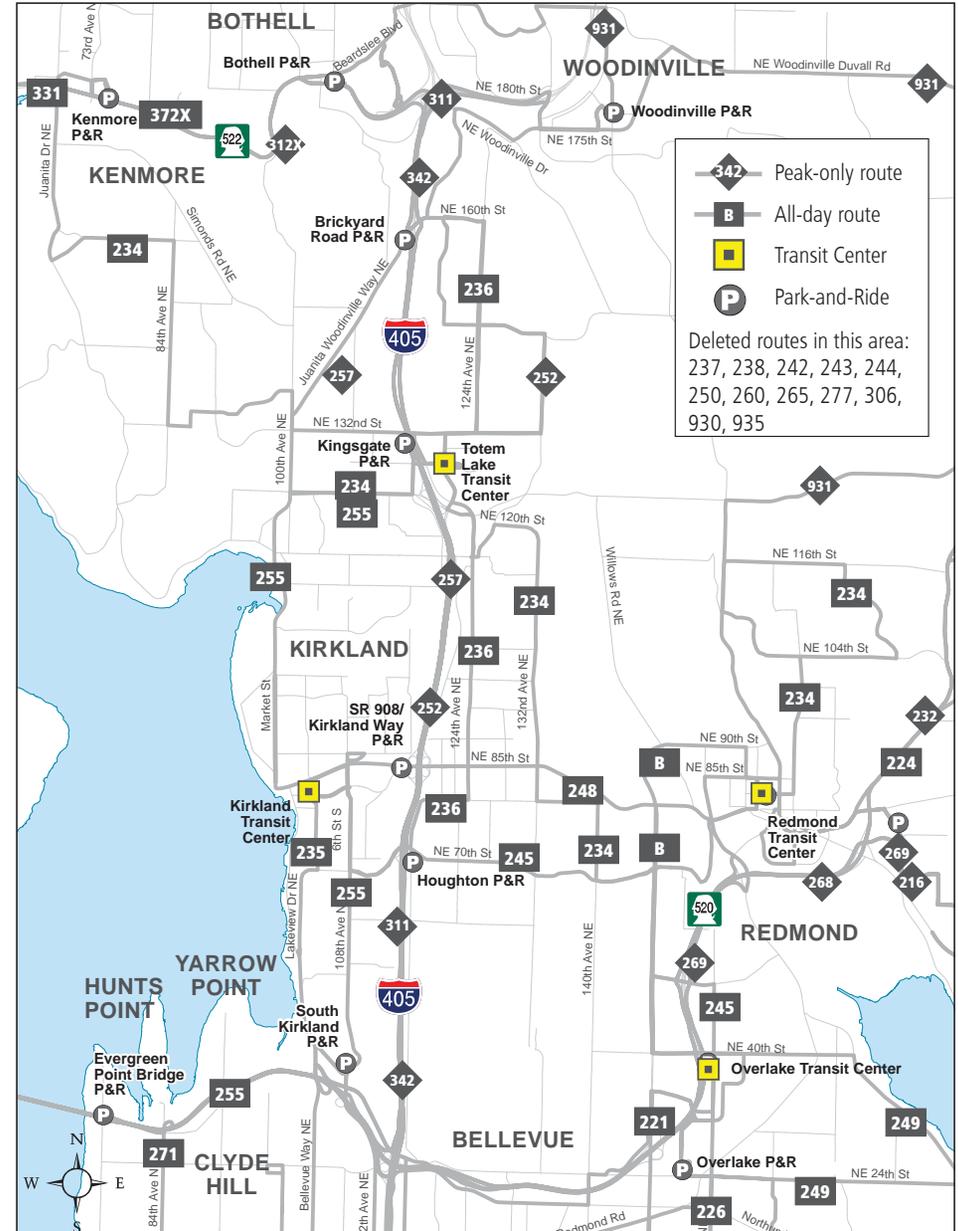
- Save as many resources as possible
- Shorten some routes that have less productive segments
- Reduce duplication
- Better match service provided to the demand for that service
- Maintain frequency in areas with high ridership
- Reduce service coverage to areas with fewer riders

### All day routes in proposed network

Route	Routing revision	Approximate minutes between bus trips				
		Weekday peak (6-9 a.m., 3-7 p.m.)	Weekday midday	Weekday night (after 7 p.m.)	Saturday	Sunday
B	No	10	15	15-30	15	15
221	Yes	30	30	60	30	30
224	No	120	150	-	-	-
226	No	30	30	60	30	60
234	Yes	30	60	-	60	60
235	Yes	15	30	30	30	30
236	Yes	30	60	60	60	60
245	Yes	15	15	30-60	30	30
248	No	30	30	60	30	30
249	No	60	60	-	45	45
255	Yes	10	15	30-60	30	30
271	Yes	10	15	30	30	30
331	No	30	30	-	30	60
372X	Yes	6-30	30	30-60	30	30

### Peak only routes in proposed network

Route	Routing revision	Weekday peak	Route	Routing revision	Weekday peak
216	No	12 trips	309X	No	9 trips
232	No	8 trips	311	No	21 trips
252	No	13 trips	312X	No	34 trips
257	No	10 trips	342	Yes	9 trips
268	No	9 trips	931	No	7 trips (both directions)
269	No	14 trips			



Información importante sobre el servicio de autobuses de su zona  
 Các thông tin quan trọng về dịch vụ xe buýt tại khu vực quý vị  
 有關您所在地區巴士服務的重要資訊



Scan the QR code with your smart phone for more information.  
[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



Summary of Proposed Service Reductions

Route	Route Description	Current # of peak trips		Proposed # of peak trips		Service periods - current frequencies					Service periods - proposed frequencies					Night span		Summary of changes	Reduction Priority	Reasons for change	Rider options
		AM	PM	AM	PM	Peak	Midday	Night	Saturday	Sunday	Peak	Midday	Night	Saturday	Sunday	Current end time	Proposed end time				
234	Kenmore - Bellevue					30	30	60	60	60	30	60	-	60	60	Before 9:00 PM	Before 7:00 PM	Revise routing east of 100th Avenue NE to serve Totem Lake Transit Center, Redmond Transit Center and Education Hill. Operate service less often during the mid-day. End service earlier.	2, 3	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	Between Juanita and Kirkland Transit Center, use Route 255. Between Kirkland Transit Center and Bellevue Transit Center, use revised Route 235.
235	Kingsgate - Bellevue					30	30	30	60	60	15	30	30	30	30	Before 12:00 AM	Before 10:00 PM	Eliminate the part of the route north of Kirkland Transit Center. Operate service more often during commute hours and on weekends since Route 234 will no longer serve the area. End service earlier.	2, 3	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	Between Kirkland and Totem Lake Transit Centers, use revised Route 236.
236	Woodinville - Kirkland					30	30	60	60	60	30	60	60	60	60	Before 9:00 PM	Before 8:00 PM	Revise to use more direct routing on 124th Avenue NE between Brickyard Park-and-Ride and Totem Lake Transit Centers. Revise routing to serve the Rose Hill neighborhood. Operate service less often during the mid-day. End service earlier.	1, 2	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	In Juanita, use revised Route 255. On NE 116th Street, Metro's RideShare and VanPool programs may be an option.
237	Woodinville - Bellevue	3	2																2	This is part of a set of changes to a group of routes to make them more efficient and preserve service for the most riders.	Between the Woodinville Park-and-Ride and NE 128th Street, use revised Route 311 and connect with revised Route 342 or Sound Transit routes 532 or 535 at the NE 128th Street freeway stops.
238	Bothell - Kirkland					30	30	60	60	60						Before 10:00 PM			1, 2, 3	This is part of a set of changes to a group of routes to make them more efficient and preserve service for the most riders.	Between Bothell and Totem Lake, use revised Sound Transit Route 35. Between the Brickyard Park-and-Ride and Riverside Road, use revised Route 236. Between Brickyard and Kingsgate park-and-rides, use Route 257 during commute hours or revised Route 234 on 100th Avenue NE. Between the Totem Lake Transit Center and NE 80th Street, use revised Route 234. Between the Houghton Park-and-Ride and the Kirkland Transit Center, use revised route 236 or 245. Between downtown Bothell and Brickyard Road NE, Metro's RideShare or VanPool programs may be options.
244	Kenmore - Overlake	5	5																3	It's one of the lower performing routes in Metro's system, and there is alternative service available for most riders.	In Kenmore, use revised Route 342 and connect with Sound Transit routes 566 or 567 at the Bellevue Transit Center, or use revised Route 234 and connect with the RapidRide B Line (unchanged) on Rose Hill.
245	Kirkland - Factoria					15	15	30-60	30	30	15	15	30-60	30	30	Before 11:00 PM	Before 11:00 PM	Eliminate the part of the route that travels into the Bellevue College campus to make the route more efficient to operate. Operate service less often on Saturdays after 7:00 PM.	2	Combined service on two or more routes to preserve service for the most riders.	On the Bellevue College Campus, use Routes 221 or 226.
248	Avondale - Kirkland					30	30	30	30	30	30	30	60	30	30	Before 11:00 PM	Before 9:00 PM	Operate service less often after 7:00 PM. End service earlier.	3	Reduced because it is one of the lower performing routes in Metro's system.	No rider options box needed.
252	Kingsgate - Seattle Central Business District	7	8	6	7														2, 3	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	No rider options box needed.
255	Brickyard - Seattle Central Business District via Kirkland TC					10	15	30-60	30	30	10	15	30-60	30	30	Before 1:00 AM	Before 1:00 AM	Eliminate the part of the route north of Totem Lake Transit Center. Revise Route 236 to serve 124th Avenue NE.	1, 2, 3	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	Along 124th Avenue NE, use route 252, 257 or revised Route 236.
257	Brickyard - Seattle Central Business District	6	6	5	5														2, 3	Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.	No rider options box needed.
260	Finn Hill - Seattle Central Business District	3	3																1	It's one of the lowest performing peak-period-only routes in Metro's system.	At Juanita, use revised Route 255. On Finn Hill, use revised Route 234 and connect to revised routes 252, 257, or 311 at the Kingsgate freeway station. Along NE 116th Street, Metro's RideShare or VanPool programs may be options.
277	Juanita - University District	6	6																3	It's one of the lowest performing peak-period-only routes in Metro's system.	In Juanita, use revised Route 255 to connect with Sound Transit Route 540 at Kirkland Transit center or use revised Route 255 to connect with revised Route 271 or Sound Transit Route 542 at the Evergreen Point freeway station. On NE 132nd Street, use Route 257 to connect with revised Route 271 or Sound Transit Route 542 at the Evergreen Point freeway station. On 124th Avenue NE, use revised Route 235 to connect with Sound Transit Route 540 on 108th Avenue NE. At the Houghton Park-and-Ride, use revised Route 245 to connect with Sound Transit Route 540 on 108th Avenue NE.

Yellow shading indicates deleted routes  
Green shading indicates unchanged routes

# Actions to address Metro's deficit (2009-2013)

Updated April 9, 2013	Cumulative Total through 2013	Ongoing Annual Savings
I. Ongoing productivity/efficiency actions <ul style="list-style-type: none"> <li>• Transit program efficiencies               <ul style="list-style-type: none"> <li>Scheduling efficiencies \$34 million</li> <li>Non-service and staff reductions \$55 million</li> <li>Other program efficiencies \$15 million</li> </ul> </li> <li>• Bus service reductions \$23 million</li> <li>• Labor cost savings \$36 million</li> <li>• Service deferrals \$41 million</li> </ul>		\$13 million \$14 million \$ 5 million \$ 8 million \$17 million \$36 million
II. Revenue related actions <ul style="list-style-type: none"> <li>• Fare increases \$145 million</li> <li>• Property tax \$ 66 million</li> <li>• Congestion Reduction Charge (temporary) \$ 39 million</li> <li>• Ride Free Area elimination \$ 2 million</li> </ul>		
III. One-time actions (cash savings) <ul style="list-style-type: none"> <li>• Capital program cuts \$180 million</li> <li>• Fleet replacement reserves \$ 93 million</li> <li>• Operating reserves \$ 41 million</li> <li>• 2009 savings, i.e. hiring freeze \$ 20 million</li> <li>• Healthy incentives program \$ 10 million</li> </ul>		
<b>TOTAL</b>	<b>\$798 million</b>	<b>\$148 million</b>

## SCA Public Issues Committee AGENDA

January 8, 2014 – 7:00 PM  
 Renton City Hall  
 Council Chambers, 7th Floor  
 1055 S. Grady Way - Renton, WA 98057

**Pre - PIC Workshop 6:00 PM**  
**PIC 101: Everything You Wanted to Know About  
 the Public Issues Committee (But Were Afraid to Ask)**

1. **Welcome and Roll Call** – Mayor Bernie Talmas, Woodinville, Chair
2. **Public Comment** – Mayor Bernie Talmas, Woodinville
3. **Introduction of Members** – Mayor Bernie Talmas, Woodinville, Chair 10 minutes
4. **[Approval of minutes – December 11, 2013 meeting](#)**  
 Page 4
5. **Chair’s Report** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
6. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
7. **[PIC Nominating Committee Recommendation](#)** 10 minutes  
ACTION ITEM  
 Redmond Councilmember Hank Margeson, Chair of the PIC Nominating Committee  
 Page 16  
 (3 minute update, 7 minute discussion)
8. **[2014 PIC Meeting Schedule](#)** 5 minutes  
ACTION ITEM  
 Deanna Dawson, SCA Executive Director  
 Page 18  
 (2 minute update, 8 minute discussion)
9. **[Transportation Funding](#)** 25 minutes  
POTENTIAL FUTURE ACTION ITEM  
 Deanna Dawson, SCA Executive Director  
 Page 19  
 (5 minute update, 20 minute discussion)

**10. Review of SCA Policy Positions – 2005-2013**

DISCUSSION ITEM

20 minutes

Deanna Dawson, SCA Executive Director  
Page 45  
(5 minute update, 15 minute discussion)

**11. Future Training Opportunities for SCA Members**

DISCUSSION ITEM

10 minutes

Page 72  
Mayor Bernie Talmas, Woodinville, Chair  
(2 minute update, 8 minute discussion)

**12. Upcoming Events**

- a) SCA Board Meeting – Wednesday, January 15, 2014 – 10:00 AM, Renton City Hall
- b) Newly Elected Officials Workshop – Wednesday, January 15, 2014 – 4:00 PM, SeaTac City Hall
- c) 2014 Board and Committee Orientation – Wednesday, January 15, 2014 – 6:00 PM Dinner, 6:30 Orientation, SeaTac City Hall
- d) SCA Woman’s Leadership Breakfast – Thursday, January 16, 2014 – 7:30 AM Puget Sound Skills Center – Burien
- e) SCA Board Retreat – Friday, January 31, 2014 - Exact Time and Location TBD
- f) SCA Pre-PIC Workshop with Ann Macfarlane, Jurassic Parliament Wednesday, February 12, 2014 – 6:00 PM Renton City Hall
- g) SCA Public Issues Committee Meeting – Wednesday, February 12, 2014 – 7:00 PM Renton City Hall
- h) SCA Networking Dinner – Wednesday, February 19, 2014 – 5:30 PM Renton Pavilion Events Center –Seattle Mayor Ed Murray, Keynote Speaker

**13. For the Good of the Order**

**14. Adjourn**

**Did You Know?**

The Sound Cities Association is now 36 member cities strong! We are pleased to welcome the City of Medina as an SCA member in 2014. Medina was incorporated in 1955. It has a population of 2,970, and a Council/Manager form of government. The history of Medina’s name, according to the City’s website, is as follows:

*In 1891, Mr. T.L. Dabney built the first landing in Medina on what later became known as Dabney Point. The landing was directly across from the Leschi Park landing and it became the main crossing point for settlers to enter “the Points Country.” As the community around the landing began to grow, local residents wanted to give it a distinct name. A community meeting was held and three women were appointed to select a name for the community. Mrs. Flora Belote’s choice was the name selected. She had decided on the name “Medeena,” after a popular Arabian city. Dabney was offended, he wanted it named “Floridine.” Mr. Dabney built a large sign that said “Floridine” and placed it in the water beside his landing. The next evening*



January 8, 2014  
SCA PIC Meeting

**Item 9:**

Transportation Funding

***Potential Future Action Item***

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**SCA Staff Contact**

Deanna Dawson, Executive Director, office 206-433-7170, [Deanna@soundcities.org](mailto:Deanna@soundcities.org)

Monica Whitman, Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**Potential future action:**

**To bring the following policy position back for adoption at the next PIC meeting:**

In order to address the critical transportation needs facing King County and cities throughout the County, the Sound Cities Association supports the formation of a countywide Transportation Benefit District (TBD), with 60% of the funds going to Metro for transit funding and 40% being distributed to the County and cities based on population for other transportation needs including local roads, sidewalks, bike paths, additional transit, and other transportation purposes as determined by the particular needs of the local jurisdiction. In order to ensure that dollars can be used as effectively and efficiently as possible to address the pressing transportation needs of each individual jurisdiction and to avoid the creation of additional burdensome bureaucracies, the funding raised should be provided to local jurisdictions through a direct distribution.

**Background**

On June 19, 2013 the Sound Cities Association Board unanimously adopted a position of support for passage of a statewide transportation package in order to address our state's critical transportation infrastructure needs. The Board also adopted a position of support for additional local options to address the transportation needs of counties and cities. Specifically, SCA urged the legislature to give local jurisdictions an additional funding mechanism in the form of authority to enact an up to 1.5% Motor Vehicle Excise Tax. SCA also supported the legislature designate that in King County, 60% of revenues raised by this funding mechanism be allocated to transit, with 40% allocated to cities and the county (distributed based on population) for local transportation needs.

Despite numerous negotiating sessions, the legislature was unable to come to agreement on a package in 2013. ([See attachment A, Joint Statement from the Governor and bipartisan House and Senate transportation negotiators on transportation revenue package negotiations.](#))

Meanwhile, our cities and King County face significant transportation needs. While sales tax projections and labor negotiations with Amalgamated Transit Union (ATU) Local 587 have been encouraging, King County still faces the need for significant cuts to service at Metro Transit without additional funding sources. These cuts would be particularly devastating to residents of SCA member cities. As noted in past discussions, the bus is the family car for many residents in our cities. Substantial cuts to bus service would make it difficult or impossible for residents to get to their jobs, and needed community services.

The need for additional transportation funding for local roads and other local transportation infrastructure is similarly critical. Cities in King County maintain five thousand five hundred miles of streets plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities and trails. Revenue sources currently available to cities are not keeping pace with the costs of replacement and expansion to meet growth. King County cities have experienced a substantial downturn in revenues in the past decade. Many cities in King County have been forced to supplement their road funds with general fund dollars, which have themselves not been keeping pace with inflation. Using general fund dollars to maintain roads and other transportation infrastructure means that there are fewer dollars available to fund public safety, parks, human services, and other critical city services.

A lack of dedicated funding for transportation projects has made it increasingly difficult for King County cities to raise matching funds to compete for State and Federal transportation grant dollars, and State and Federal transportation grant opportunities have dwindled. King County cities are beset by failing roads and bridges, congested corridors and bottlenecked interchanges, which undermine the mobility of vehicles, buses and freight carriers to transport people and goods.

Cities in King County have over \$1.3 billion in maintenance and preservation needs alone over the next six years, and have identified a need of over \$3 billion for mobility projects over the next six years. Cities in King County are responsible for the repair and replacement of 22 bridges in King County with a sufficiency rating of fifty or less, equating to more than \$775 million in bridge repair/replacement costs over the next six years. The lack of adequate transportation funding for Cities is a public safety crisis in King County.

In 2013, the State Legislature balanced its operating budget in part by transferring all available funds from the Public Works Trust Fund, and directed most of the future tax revenues for the Public Works Trust Fund into K-12 education for the next six years. The Public Works Trust Fund provided grants and low-interest loans to local governments for the repair and maintenance of infrastructure. This action by the Legislature has resulted in a substantial reduction of funds available for King County cities, and has been a particular blow to smaller cities in King County.

Without an additional source of revenue, many transportation infrastructure projects planned by cities will not be able to move forward.

Many member cities have indicated that they cannot afford to wait for additional funding to maintain their transportation infrastructure.

Due to these needs, the King County Council is looking at moving forward with a ballot measure in 2014 to provide additional funding for transit, roads, and other transportation infrastructure. Existing State law would enable the King County Council to create a Transportation Benefit District (TBD), and (with voter approval) to raise revenues through funding sources including a sales tax, and a vehicle license fee. The County Council and Executive have proposed bringing this forward to the voters as a ballot measure as early as April 2014. Prior to going on recess in 2013, the County Council introduced two ordinances which would (if approved) establish a countywide TBD ([see attachments B and C](#)). The language is very similar in both ordinances. The second ordinance, attachment C, includes a resolution ([see attachment D](#)) authorizing the TBD to impose a sales tax and vehicle license fee with voter approval.

Existing State law enables a County to form a TBD and to enact (with voter approval) a sales tax of up to .2% and a vehicle license fee of up to \$100. Many cities in King County have formed their own TBD and enacted a vehicle license fee of \$20. A vehicle license fee of \$80 or less would not interfere with these already enacted TBDs, or cities that may wish to create a TBD within their cities in the future.

A .1% sales tax would raise approximately \$50 million annually, and a \$60 vehicle license fee would raise approximately \$80 million annually. Combined, these sources would raise over \$130 million, which is similar in scope to the approximately \$140 million that would have been raised by the local option sought by SCA from the legislature in 2013. (According to recent estimates, the total allocation to King County cities based on this funding source and the 60/40 revenue sharing proposal would amount to over \$53,000,000 in 2015.)

The proposal before the PIC is to bring forward a public policy position similar to that approved by SCA in 2013, and to support formation of a countywide TBD, with 60% of the funds going to Metro for transit funding and 40% being distributed to the County and cities based on population for other transportation needs. These would include local roads, but may also include sidewalks, bike paths, additional transit, or other transportation purposes, as determined by the particular needs of the local jurisdiction. In order to ensure that dollars can be used as effectively and efficiently as possible to address the pressing transportation needs of each individual jurisdiction and to avoid the creation of additional burdensome bureaucracies, it is proposed that the funding raised be provided to local jurisdictions through a direct distribution.

The proposal supported by SCA in 2013 was born of much collaboration and compromise between SCA's member cities, the City of Seattle, and King County, who worked together to come up with a package that could serve the needs of citizens and jurisdictions throughout our county. It is a balanced package that ensures that transportation needs are addressed holistically, with a healthy mix of funding for transit, rural roads, city streets, and other transportation needs in cities. We recognize that we cannot view our infrastructure needs in isolation, and that we need to partner together to make strategic investments now as a region in order to keep our economy growing.

The proposal has been supported by a broad coalition of local leaders, and SCA has been working in close partnership with a countywide coalition of regional community, business and labor leaders, and environmental, transit, education, social services, and social justice advocates known as Move King County Now. Due to the fact that the legislature did not pass a statewide transportation package or give local jurisdictions new tools to address their transportation needs in 2013, this coalition is now focused on moving forward with using existing tools to solve the transportation funding crisis in King County.

The County Council is on recess until January 13, 2014, and may move quickly upon returning if an April ballot date is chosen. PIC Chair Bernie Talmas, SCA Vice President John Marchione, and SCA Executive Director Deanna Dawson will keep SCA members informed of ongoing developments and need for possible action between the January 8, 2014 PIC meeting date and our next regularly scheduled PIC meeting on February 12, 2014.

#### **Attachments**

- A. [Joint Statement from the Governor and bipartisan House and Senate transportation negotiators on transportation revenue package negotiations](#)
- B. [TBD Ordinance 2013-0527](#)
- C. [TBD Ordinance 2013-0526](#)
- D. [Resolution authorizing sales tax and vehicle license fee](#)

JAY INSLEE  
Governor



**Dec. 18, 2013**

**Contacts:**

David Postman, Governor Inslee’s Communications Office | 360-902-4136,  
[david.postman@gov.wa.gov](mailto:david.postman@gov.wa.gov)

**Joint Statement issued tonight from Governor Jay Inslee and the bipartisan House and Senate transportation negotiators on the next phase of transportation revenue package negotiations**

“Through 12 negotiating sessions we made progress on finding a compromise package of statewide transportation improvements. But today it has become clear this phase of the process has run its course and we have not reached an agreement.

“We agree that transportation infrastructure is important to our state and we remain committed to finding a solution in the regular legislative session that works for everyone.

“The next step in this process will be to continue this dialogue in the legislative process.”

###

[www.governor.wa.gov](http://www.governor.wa.gov) | [@GovInslee](https://twitter.com/GovInslee) | [@WaStateGov](https://www.facebook.com/WaStateGov) | [www.facebook.com/WaStateGov](http://www.facebook.com/WaStateGov)

Date Created:	12-16-13
Drafted by:	jr
Sponsors:	Rod Dembowski, Kathy Lambert, Larry Phillips
Attachments:	

1 ..title

2 AN ORDINANCE creating a countywide transportation  
3 benefit district as authorized by chapter 36.73 RCW.

4 ..body

5 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6 **SECTION 1. Findings:**

7 A. The 2008 recession had a deep and enduring impact to the economy in King  
8 County, causing property and sales tax revenues that fund government transportation  
9 services to drop unexpectedly.

10 B. As the largest labor market in the state, failure of the transportation system in  
11 King County will have far reaching economic impacts across Washington.

12 C. The King County transit division ("Metro") is vital to the region's economic  
13 health. Metro provided over one hundred fifteen million passenger trips in 2012 with  
14 ridership expected to grow, more than one thousand five hundred companies provide  
15 transit passes to their employees, over half of Metro's passengers are commuters and  
16 current service levels keep approximately one hundred seventy-five thousand cars off our  
17 roads every weekday.

18 D. Sales tax currently provides for sixty percent of Metro's operating fund, and  
19 reductions in property tax revenue and the lack of growth in gas tax revenue will limit  
20 key funding sources for city and unincorporated King County transportation projects.

21 E. The twenty-dollar congestion reduction charge authorized in 2011 was a  
22 temporary measure while sustainable funding solutions were developed. The authority  
23 for this implemented funding source expires at the end of May 2014.

24 F. In 2011, the King County council adopted the landmark King County Metro  
25 Transit Strategic Plan for Public Transportation and Service Guidelines that established a  
26 new course that prioritizes productivity, social equity and geographic value in the  
27 ongoing development of the Metro system.

28 G. To respond to decreased revenues during the recession, Metro undertook a  
29 number of measures to preserve service. Metro implemented system-wide reforms,  
30 including restructuring the transit system to improve productivity and effectiveness and  
31 discontinuing the Ride Free Area in downtown Seattle, saving nearly eight hundred  
32 million dollars over five years. Metro has also increased revenue for transit through  
33 property tax changes, through the implementation of the temporary congestion reduction  
34 charge and through multiple fare increases raising fares by eighty percent since 2008.

35 H. Metro still faces an ongoing annual revenue shortfall up to seventy-five  
36 million dollars to maintain existing service levels. Without new revenue, Metro will face  
37 up to a seventeen-percent cut in service, or approximately six hundred thousand annual  
38 hours of service cuts beginning in fall 2014.

39 I. The King County road services division ("road services") is responsible for an  
40 unincorporated area road system that supports more than one million trips per day. The  
41 system consists of about one thousand five hundred miles of county roads and one  
42 hundred eighty bridges, plus numerous sidewalks and pathways, traffic signs and signals,  
43 drainage pipes and culverts and other critical transportation infrastructure.

44 J. Road services' funding for maintenance of roads and bridges has declined by  
45 more than one-third since 2009 due to annexations, declining property values, less state  
46 and federal grant support and lower gas tax revenue. At the same time, the volume of  
47 county road miles has not dropped proportionally while transportation safety,  
48 preservation and other needs are increasing due to aging infrastructure, population  
49 growth, development and changing travel patterns.

50 K. Property tax is road services's primary funding source, and property values in  
51 unincorporated King County have declined significantly since the start of the recession.  
52 The ability of property tax revenue to recover from its depressed levels is impeded by  
53 statutory constraints limiting growth in tax collections to one percent per year, lower than  
54 the rate of inflation.

55 L. Gas tax revenues, another major source of funding for road services, will not  
56 increase with the rate of inflation as gasoline consumption stagnates due to more fuel  
57 efficient cars and fewer vehicle miles travelled and because the tax rate per gallon is  
58 fixed and does not adjust with inflation.

59 M. Future grant funding for capital projects is also uncertain as federal and state  
60 decision-makers choose between competing interests for limited dollars.

61 N. The Strategic Plan for Road Services was approved by the council in 2010 to  
62 provide key guidance to the agency about work priorities, including infrastructure service  
63 and investment decisions. The plan gives top priority to basic goals: comply with legal  
64 requirements; meet critical safety needs; and maintain and preserve the existing road  
65 network.

66 O. Road services is reducing costs through reductions in management and  
67 administrative costs, space consolidation and reductions to fleet equipment, and has  
68 already reduced division staff by forty percent and implemented changes to service  
69 priorities.

70 P. It is the county's responsibility to maintain, preserve and operate the  
71 unincorporated area road system, and without dedicated funding to stabilize the declining  
72 road system, roads services expects to close thirty-five bridges before they become  
73 unsafe, restrict access to seventy-two miles of failing roadways and reduce storm service  
74 on snowy and icy roads.

75 Q. Cities in King County maintain five thousand five hundred miles of streets  
76 plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities  
77 and trails. Existing facilities are aging.

78 R. King County cities have experienced a substantial downturn in revenues in the  
79 past decade. Many cities in King County have been forced to supplement roads funds  
80 with general fund dollars, which have themselves not been keeping pace with inflation.  
81 Using general fund dollars to maintain roads and other transportation infrastructure  
82 means that there are fewer dollars available to fund public safety, parks, human services,  
83 and other critical city services.

84 S. A lack of dedicated funding for transportation projects has made it  
85 increasingly difficult for King County and King County cities to raise matching funds to  
86 compete for State and Federal transportation grant dollars, and State and Federal  
87 transportation grant opportunities have dwindled.

88 T. King County cities are beset by failing roads and bridges, congested corridors  
89 and bottlenecked interchanges, which undermine the mobility of vehicles, buses and  
90 freight carriers to transport people and goods.

91 U. Cities in King County have over \$1.3 billion in maintenance and preservation  
92 needs alone over the next six years, and have identified a need of over \$3 billion for  
93 mobility projects over the next six years. Cities in King County are responsible for the  
94 repair and replacement of 22 bridges in King County with a sufficiency rating of fifty or  
95 less, equating to more than \$775 million in bridge repair/replacement costs over the next  
96 six years. The lack of adequate transportation funding for Cities is a public safety crisis in  
97 King County.

98 V. In 2013, action by the State Legislature related to the Public Works Trust  
99 Fund resulted in a substantial reduction of funds available for King County cities,  
100 including a greater relative impact on smaller cities in King County. Without an  
101 additional source of revenue, many transportation infrastructure projects planned by cities  
102 will not be able to move forward.

103 W. With new funding for transportation investments throughout King County,  
104 there is an opportunity to catalyze construction jobs, enhance freight mobility for our  
105 ports and create a pathway for retaining and growing new jobs for key industry sectors.

106 X. It is in the best interest of the citizens of the county to establish a  
107 transportation benefit district to work together and regionally fund, acquire, construct,  
108 operate, maintain and preserve roadway, public transportation or other mobility facilities,  
109 services and programs, and any other project or program contained in the transportation  
110 plan of the state, a regional transportation planning organization, a city or a county, and

111 to exercise any other functions or fund any other transportation improvements authorized  
112 by chapter 36.73 RCW. Such a transportation benefit district should focus its  
113 investments in local mobility and connecting within the district.

114 SECTION 2. There is created a transportation benefit district, to be known as the  
115 King County transportation district, with geographical boundaries comprised of the limits  
116 of the county, which shall have the authority to exercise the statutory powers in chapter  
117 36.73 RCW.

118 SECTION 3.

119 A. The governing board of the transportation district shall be the King County  
120 council acting in an ex officio and independent capacity, which shall have the authority to  
121 exercise the statutory powers in chapter 36.73 RCW.

122 B. The King County treasurer shall be the treasurer of the transportation district.

123 C. The board shall develop and implement a material change policy for projects  
124 that the district is implementing. The material change policy shall address major plan  
125 changes that affect project delivery or the ability to finance the plan, in accordance with  
126 RCW 36.73.160(1).

127 D. The board shall issue an annual report, in accordance with chapter 36.73 RCW.

128 SECTION 4. The district shall be dissolved in accordance with RCW 36.73.050.

129 SECTION 5. The district shall fund, acquire, construct, operate, maintain and  
130 preserve public transportation facilities, services and programs, roads and any other  
131 project contained in the transportation plan of the state, a regional transportation planning  
132 organization, a city or the county, and exercise any other functions or fund any other  
133 transportation improvement authorized by chapter 36.73 RCW. When authorized by

134 statute or by the voters in accordance with chapter 36.73 RCW, the board may impose any  
135 one of or a combination of taxes, fees, charges and tolls, for purposes consistent with  
136 chapter 36.73 RCW.

137 SECTION 6. For the purposes of defining a “transportation plan” under chapter  
138 36.73 RCW and section 5 of this ordinance:

139 A. The transportation plan of the county includes the Transportation Element of  
140 the King County Comprehensive Plan, the King County Metro Transit Strategic Plan for  
141 Public Transportation, the King County Metro Transit Service Guidelines, the King  
142 County Department of Transportation Strategic Plan for Road Services, the Transportation  
143 Needs Report, the King County Roads Services CIP and any other plan concerning  
144 transportation that is adopted by the metropolitan King County council; and

145 B. The transportation plan of the state, a regional transportation planning  
146 organization or a city shall be as defined by each such entity.

147 SECTION 7. As authorized under chapter 36.73 RCW, this ordinance shall be  
148 liberally construed to permit the accomplishment of its purposes.

149 SECTION 8. Severability. If any provision of this ordinance or its application to  
150 any person or circumstance is held invalid, the remainder of this ordinance or the  
151 application of the provision to other persons or circumstances is not affected.

Date Created:	December 13, 2013
Drafted by:	Wes Edwards, Transportation Planner, Regional Transportation Planning
Sponsors:	
Attachments:	<b>None</b>

1 ..title

2 AN ORDINANCE creating a countywide transportation  
3 benefit district in King County, Washington, in order to  
4 finance the acquisition, construction, operation,  
5 maintenance and preservation of public transportation  
6 facilities, services and programs, roads and any other  
7 projects authorized by chapter 36.73 RCW.

8 ..body

9 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

10 **SECTION 1. Findings:**

11 A. The 2008 recession had a deep and enduring impact to the economy in King  
12 County, causing property and sales tax revenues that finance government transportation  
13 services to drop unexpectedly.

14 B. As the largest labor market in the state, failure of the transportation system in  
15 King County will have far reaching economic impacts across Washington.

16 C. The King County transit division ("Metro") is vital to the region's economic  
17 health. Metro provided over one hundred fifteen million passenger trips in 2012 with  
18 ridership expected to grow; more than one thousand five hundred companies provide  
19 transit passes to their employees; over half of Metro's passengers are commuters; and  
20 current service levels keep approximately one hundred seventy-five thousand cars off our  
21 roads every weekday.

22 D. Sales tax currently provides for sixty percent of Metro's operating budget, and  
23 reductions in property tax revenue and the lack of growth in gas tax revenue will limit  
24 key funding sources for city and unincorporated King County transportation projects.

25 E. The twenty-dollar congestion reduction charge authorized in Ordinance 17169  
26 in 2011 was a temporary measure while sustainable funding solutions were developed.  
27 King County's authority for this implemented funding source expires May 31, 2014.

28 F. In 2011, the King County council adopted the landmark King County Metro  
29 Transit Strategic Plan for Public Transportation and Service Guidelines that established a  
30 new course that prioritizes productivity, social equity and geographic value in the  
31 ongoing development of the Metro transit system.

32 G. To respond to decreased revenues during the recession, Metro undertook a  
33 number of measures to preserve service. Metro implemented system-wide reforms,  
34 including restructuring the transit system to improve productivity and effectiveness and  
35 discontinuing the Ride Free Area in downtown Seattle. Metro has also increased revenue  
36 for transit through property tax changes, through the implementation of the temporary  
37 congestion reduction charge and through multiple fare increases raising fares by eighty  
38 percent since 2008. As a result, Metro realized nearly eight hundred million dollars in  
39 savings and new revenues combined to support the system.

40 H. Metro still faces an ongoing annual revenue shortfall up to seventy-five  
41 million dollars to maintain existing service levels. Without new revenue, Metro will face  
42 up to a seventeen percent cut in service, or approximately six hundred thousand annual  
43 hours of service cuts beginning in fall 2014.

44 I. The King County road services division is responsible for an unincorporated  
45 area road network that supports more than one million trips per day. The system consists  
46 of about one thousand five hundred miles of county roads and one hundred eighty  
47 bridges, plus numerous sidewalks and pathways, traffic signs and signals, drainage pipes  
48 and culverts and other critical transportation infrastructure.

49 J. The road services division's funding for maintenance of roads and bridges has  
50 declined by more than one-third since 2009 due to annexations, declining property  
51 values, less state and federal grant support and lower gas tax revenue. At the same time,  
52 the volume of county road miles has not dropped proportionally while transportation  
53 safety, preservation and other needs are increasing due to aging infrastructure, population  
54 growth, development and changing travel patterns.

55 K. Property tax is the road services division's primary funding source, and  
56 property values in unincorporated King County have declined significantly since the start  
57 of the recession. The ability of property tax revenue to recover from its depressed levels  
58 is impeded by statutory constraints limiting tax collections.

59 L. Gas tax revenues, another major source of funding for the road services  
60 division, will not increase with the rate of inflation as gasoline consumption stagnates due  
61 to more fuel efficient cars and to fewer vehicle miles travelled, and because the tax rate  
62 per gallon is fixed and does not adjust with inflation.

63 M. Future grant funding for capital projects is also uncertain as federal and state  
64 decision-makers choose between competing interests for limited dollars.

65 N. The Strategic Plan for Road Services was approved by the council in 2010 to  
66 provide key guidance to the agency about work priorities, including infrastructure service

67 and investment decisions. The plan gives top priority to basic goals: meet critical safety  
68 needs, comply with legal requirements, and maintain and preserve the existing road  
69 network.

70 O. The road services division is reducing costs through reductions in  
71 management and administrative costs, space consolidation and reductions to fleet  
72 equipment, and has already reduced division staff by forty percent and implemented  
73 changes to service priorities.

74 P. Without funding to stabilize the declining road system, the roads services  
75 division expects to close thirty-five bridges before they become unsafe, restrict access to  
76 seventy-two miles of failing roadways and reduce storm service on snowy and icy roads  
77 by two-thirds during the winter season.

78 Q. Cities in King County maintain five thousand five hundred miles of streets  
79 plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities  
80 and trails. Existing facilities are aging. Revenue sources currently available to cities are  
81 not keeping pace with the costs of replacement and expansion to meet growth.

82 R. King County cities also are beset by failing roads and bridges, congested  
83 corridors and bottlenecked interchanges, which undermine the mobility of cars, buses and  
84 freight carriers to transport people and goods.

85 S. With new funding for transportation investments throughout King County,  
86 there is an opportunity to catalyze construction jobs, enhance freight mobility for our  
87 ports and create a pathway for retaining and growing new jobs for key industry sectors.

88 T. It is in the best interest of the citizens of the county to establish a  
89 transportation benefit district to finance any transportation improvement authorized by

90 chapter 36.73 RCW, including but not limited to, the acquisition, construction, operation,  
91 maintenance and preservation of public transportation facilities, services and programs,  
92 roads and any other project contained in the transportation plan of the state, a regional  
93 transportation planning organization, a city or the county.

94 U. The transportation benefit district is intended solely to finance transportation  
95 improvements authorized by chapter 36.73 RCW, and is not intended to directly acquire,  
96 construct, operate, maintain, preserve or otherwise provide transportation improvements.  
97 It is further intended that local jurisdictions receiving funding from the transportation  
98 benefit district will directly acquire, construct, operate, maintain, preserve or otherwise  
99 provide any transportation improvement authorized by chapter 36.73 RCW.

100 V. The King County council anticipates that, in an effort to provide an efficient  
101 operation of the transportation benefit district and avoid the potential for creating  
102 duplicative staffing functions, the transportation benefit district will contract with King  
103 County to utilize existing King County staff to provide administrative functions required  
104 by the district to the extent allowed by applicable law.

105 SECTION 2. There is created a transportation benefit district, to be known as the  
106 King County transportation district, with geographical boundaries comprised of the limits  
107 of the county. The district shall have the authority to exercise the statutory powers in  
108 chapter 36.73 RCW.

109 SECTION 3. A. The King County council shall be the governing board of the  
110 transportation district, acting in an ex officio and independent capacity, which shall have  
111 the authority to exercise the statutory powers in chapter 36.73 RCW.

112 B. The King County executive services finance director shall be the treasurer of  
113 the transportation district.

114 C. The board shall develop and implement a material change policy for projects  
115 that the district is implementing. The material change policy shall address major plan  
116 changes that affect project delivery or the ability to finance the plan, in accordance with  
117 RCW 36.73.160(1).

118 D. The board shall cause to be issued an annual report, in accordance with chapter  
119 36.73 RCW.

120 SECTION 4. The district shall be dissolved in accordance with RCW 36.73.050.

121 SECTION 5. The transportation district is formed to finance, but not directly carry  
122 out, any transportation improvement authorized by chapter 36.73 RCW, including, but not  
123 limited to, the acquisition, construction, operation, maintenance and preservation of public  
124 transportation facilities, services and programs, roads and any other project contained in  
125 the transportation plan of the state, a regional transportation planning organization, a city  
126 or the county. When authorized by statute or by the voters in accordance with chapter  
127 36.73 RCW, the board may impose taxes, fees, charges or tolls, or any combination  
128 thereof, for the purposes consistent with chapter 36.73 RCW.

129 SECTION 6. For the purposes of chapter 36.73 RCW and section 5 of this  
130 ordinance:

131 A. "Transportation plan" includes the Transportation Element of the King County  
132 Comprehensive Plan, the King County Metro Transit Strategic Plan for Public  
133 Transportation, the King County Metro Transit Service Guidelines, the annual King  
134 County Metro Transit Service Guidelines Report, the King County Department of

135 Transportation Strategic Plan for Road Services, the Transportation Needs Report, the  
136 King County Roads Services CIP and any other plan concerning transportation that is  
137 adopted by the King County council; and

138 B. The transportation plan of the state, a regional transportation planning  
139 organization or a city shall be as identified by each entity.

140 SECTION 7. As authorized under chapter 36.73 RCW, this ordinance shall be  
141 liberally construed to permit the accomplishment of its purposes.

142 SECTION 8. Severability. If any provision of this ordinance or its application to  
143 any person or circumstance is held invalid, the remainder of this ordinance or the  
144 application of the provision to other persons or circumstances is not affected.

Date Created:	December 13, 2013
Drafted by:	Wes Edwards, Transportation Planner, Regional Transportation Planning
Sponsors:	
Attachments:	

1 ..title

2 A RESOLUTION of the King County Transportation District;  
3 submitting a ballot measure regarding transportation funding to the  
4 qualified electors of the King County Transportation District at a  
5 special election to be held on (DATE) and submitting a  
6 proposition to district voters to authorize the district to fix and  
7 impose a (RATE) sales and use tax within the district and a  
8 (AMOUNT) dollar vehicle fee on all vehicles within the district to  
9 finance the King County transit division (“Metro Transit”) and city  
10 and unincorporated county transportation improvements in the  
11 district; requesting that the King County Prosecutor prepare a ballot  
12 title for the proposition; and appointing committees to prepare the  
13 pro and con statements for the local voters’ pamphlet.

14 ..body

15 WHEREAS, in the last several years, new transportation challenges have emerged  
16 affecting the funding of transportation improvements for King County Metro transit and all King  
17 County cities and unincorporated King County, including a prolonged recession, and declined  
18 gas-tax, property tax, and sales tax revenues; and

19 WHEREAS, the Revised Code of Washington (RCW), Chapter 36.73, provides for the  
20 establishment of transportation benefit districts by cities and counties and authorizes those  
21 districts to levy and impose various taxes and fees to generate revenues to support transportation

22 improvements that benefit the district and that are consistent with state, regional or local  
23 transportation plans and necessitated by existing or reasonably foreseeable congestion levels; and

24 WHEREAS, King County Ordinance (#####) established the King County  
25 Transportation District to finance, but not directly carry out, any transportation improvement  
26 authorized by RCW chapter 36.73, including but not limited to, public transportation facilities,  
27 services and programs, roads, and any other project contained in the transportation plan of the  
28 state, a regional transportation planning organization, a city, or the county; and

29 WHEREAS, the King County Transportation District is intended solely to finance  
30 transportation improvements authorized by RCW chapter 36.73, and is not intended to directly  
31 acquire, construct, operate, maintain, preserve or otherwise provide any transportation  
32 improvements. It is further intended that local jurisdictions receiving funding from the  
33 transportation benefit district will directly acquire, construct, operate, maintain, preserve, or  
34 otherwise provide any transportation improvement authorized by RCW chapter 36.73.

35 WHEREAS, the King County Transportation District may fix and impose up to a one  
36 hundred dollar vehicle fee pursuant to RCW 82.80.140 with approval of a majority of district  
37 voters; and

38 WHEREAS, the King County Transportation District may fix and impose up to a two-  
39 tenths of one percent (0.2%) sales and use tax within the district pursuant to RCW 82.14.0455  
40 with approval of a majority of district voters; and

41 WHEREAS, a vehicle fee up to eighty dollars imposed by the King County  
42 Transportation District does not preclude individual cities and unincorporated King County from  
43 continuing to collect or authorize future collection of a twenty dollar councilmanic vehicle fee  
44 pursuant to RCW 82.80.140; and

45 WHEREAS, it is the intent of the Board of the King County Transportation District to  
46 distribute revenues, less administration costs, to jurisdictions in the district's boundaries by  
47 providing sixty percent of the combined revenues from the vehicle fee and sales and use tax  
48 revenues to support King County Metro Transit; and the remaining forty percent of combined  
49 revenues to be distributed to cities and unincorporated King County in a share equal to their  
50 percentage of countywide population; and

51 WHEREAS, the King County Transportation District cannot impose a voter approved  
52 sales and use tax that exceeds a period of ten years, unless extended by an affirmative public vote  
53 per RCW 82.14.0455.

54 BE IT RESOLVED BY THE KING COUNTY TRANSPORTATION DISTRICT:

55 **SECTION 1. Fee and tax submittal to voters.** To provide necessary financing for the  
56 purposes identified in section 3 of this resolution, the King County Transportation District shall  
57 submit to the qualified electors of the district a proposition authorizing the district to fix and  
58 impose a (AMOUNT) dollar vehicle fee to be added to any existing fees and to fix and impose a  
59 (RATE) of one percent (0.\_\_%) to the sales and use tax.

60 **SECTION 2. Distribution of revenues.** The district sales and use tax and vehicle fee  
61 revenue shall first pay any administrative costs to the state Department of Licensing, state  
62 Department of Revenue, and any other administrative costs associated with the district's  
63 operations. The remaining combined revenue will be distributed in the following manner: sixty  
64 percent to King County Metro Transit; and forty percent to the cities within King County that  
65 enter into agreements with the district to participate and to unincorporated King County in shares  
66 equal to each entity's respective percentage of countywide population.

67            SECTION 3. Use of revenues. If approved by the qualified electors of the district, the  
68 sales and use tax and vehicle fee revenue, less the administrative costs identified in section 2 of  
69 this resolution, shall be used consistent with RCW chapter 36.73 to finance, but not directly carry  
70 out, any transportation improvement authorized by RCW chapter 36.73, including but not limited  
71 to, the acquisition, construction, operation, maintenance, and preservation of public  
72 transportation facilities, services and programs, roads, any other project contained in the  
73 transportation plan of the state, a regional transportation planning organization, a city or the  
74 county. Further, the activities carried out with the sales and use tax and vehicle fee revenue will  
75 include, but not be limited to:

- 76            A. the operation, maintenance and capital needs of Metro Transit;
- 77            B. the provision of Metro Transit public transportation services;
- 78            C. the acquisition, operation, maintenance and repair of Metro Transit vehicles and  
79 equipment;
- 80            D. the implementation of transportation demand management programs;
- 81            E. the planning associated with transit service operations, technologies, and public  
82 engagement to improve performance and reduce costs when possible;
- 83            F. the planning, design and implementation of capital improvement and preservation  
84 projects for road system facilities, including facilities such as roads, bridges, signals, guardrails,  
85 drainage systems, and pedestrian and bicycle pathways;
- 86            G. the operation, maintenance, repair, preservation and restoration of road system  
87 facilities;
- 88            H. the provision of emergency responses to protect road system facilities and public  
89 health and safety;

90 I. the enhancement of user safety while also maintaining existing safety standards and  
91 legal requirements;

92 J. the management of intelligent transportation systems in including traffic cameras,  
93 control equipment, and new technologies to optimize the existing transportation system;

94 SECTION 4. For the purposes of defining a transportation plan under RCW chapter  
95 36.73 and section 3 of this resolution:

96 A. the transportation plan of King County includes the Transportation Element of the  
97 King County Comprehensive Plan, the King County Metro Transit Strategic Plan for Public  
98 Transportation, the King County Metro Transit Service Guidelines, the annual King County  
99 Metro Transit Service Guidelines Report, the King County Department of Transportation  
100 Strategic Plan for Road Services, the Transportation Needs Report, the King County Roads  
101 Services CIP and any other plan concerning transportation that is adopted by the Metropolitan  
102 King County Council; and

103 B. the transportation plan of the state, a regional transportation planning organization or  
104 a city shall be as identified by each such entity.

105 SECTION 5. Call for special election. The King County Transportation District hereby  
106 requests that the King County director of elections call a special election on (DATE), to  
107 consider a proposition authorizing the district to fix and impose a vehicle fee in the amount of  
108 (AMOUNT) dollars and to fix and impose a sales and use tax in the amount of (RATE) of one  
109 percent (0.\_\_%) for the purposes described in this resolution. The King County director of  
110 elections shall cause notice to be given of this resolution in accordance with the state constitution  
111 and general law and to submit to the qualified electors of the district, at the said special county  
112 election, the proposition hereinafter set forth, in the form of a ballot title substantially as follows:

113 KING COUNTY TRANSPORTATION DISTRICT

114

115 PROPOSITION NO. \_\_\_\_

116

117 The Board of the King County Transportation District passed Resolution No. (###) concerning  
118 funding for public transportation, roads and other transportation improvements. If approved, this  
119 proposition would provide funding for King County Metro Transit, and city and unincorporated  
120 King County transportation improvements. It would authorize the district to fix and impose a  
121 sales and use tax of (RATE) of one percent (0.\_\_\_\_%) to be collected from all taxable retail sales  
122 and uses within the district under RCW 82.14.0455 for a term of ten years, and an annual vehicle  
123 fee of (AMOUNT) (\$\_\_\_\_.00) dollars per registered vehicle under RCW 82.80.140.

124

125 Should this vehicle fee and sales tax increase be approved?

126

127 Yes

128 No

129

130 SECTION 6. RCW 29A.32.280 provides that for each measure from a jurisdiction that is  
131 included in a local voters' pamphlet, the legislative authority of that jurisdiction shall formally  
132 appoint a committee to prepare arguments advocating voter approval of the measure and a  
133 committee to prepare arguments advocating voter rejection of the measure.

134



January 22, 2014

**D R A F T**

Mr. Dow Constantine  
King County Executive  
401 5th Avenue Suite 800  
Seattle, WA 98104

Dear Executive Constantine:

Thank you for the opportunity to comment on Metro's proposed cuts. We recognize the complicated nature of the proposal and appreciate the efforts that have been made to make the best of a problematic situation. For the reasons described below, we ask that Metro reconsider the size and timing of the cut package currently proposed.

The City of Kirkland has a long history of supporting transit and the funding necessary to support it. Our State Legislative agendas perennially include support for multiple transit funding options and each of our Councilmembers has visited Olympia numerous times to urge legislators to make funding changes that will give King County Metro firm financial footing. Kirkland has been a staunch advocate for Metro at the Eastside Transportation Partnership and was one of the first cities to support the Congestion Reduction Charge. We are a signatory of the Growing Transit Communities Compact and transit supportive goals and policies for Kirkland's new Transportation Master Plan have already gained Council support. Coupling policies with actions such as transit friendly zoning in the Totem Lake Urban Center and unique transit opportunities on the Cross Kirkland Corridor, Kirkland is exceptionally positioned to foster transit use.

It is in this context that we are gravely concerned with the proposed cuts offered in Metro's latest proposal. Elements such as 60 minute frequencies, removal of service from routes that have had service for more than 20 years and severe truncation in span of service simply have no place in a realistic transit network for our City. We have no doubt that Metro has followed its service guidelines and that the proposed plan may be one of the best that can be developed with limited resources, nor do we believe cuts were applied more heavily to Kirkland than to other jurisdictions. Instead, our contention is that the premise of a 600,000 hour cut is untenable. It results in a network that cannot deliver the service citizens expect and deserve.

This thinking has led us to carefully question the need for a cut of 600,000 hours. It appears that sales tax revenues are reaching and surpassing pre-recession levels. This fact puts into question the current or ongoing presence of a \$75 million annual funding gap on which the cuts are predicated. Kirkland staff is working with King County staff to better understand the size and implication of revised financial forecasts. We are hopeful that the results of these discussions will allow us to identify what cuts, if any, we could support. Complete information is necessary to refute the belief among some that sufficient funding is available to postpone and reduce the size of service decreases from what is currently proposed by Metro.

Over the past two weeks, even as we developed this letter, we were informed about the County's potential proposal for a County-wide Transportation Benefit District to fund Metro

Transit. We are heartened that King County is contemplating a plan not just to fund bus service but to also provide the cities in King County with local transportation dollars for streets, sidewalks, bike lanes and local transit options. We hope to see more information of the details of the funding package you are proposing.

Given Kirkland's past staunch support of transit, there is a strong probability that we will support this measure. However, as with the currently proposed transit cuts, our support is contingent upon Kirkland's thorough understanding and satisfaction with the details of this proposed package. Questions such as the degree to which transit is sustainably funded, the share of funding that will go to cities, implications for Kirkland's own funding initiatives, and when and where future service increases will be implemented are examples of the kind of information that will be needed. We also understand that your office has polling information available that helps inform the likelihood that the TBD transportation package will be approved by the voters. We are very interested in this polling data and hope that King County will share it with Kirkland and all other jurisdictions. We look forward to engaging in discussions about all of these details at our meeting on February 4<sup>th</sup>.

Thank you for your consideration of Kirkland's position. We understand the challenges when considering the current cut package and the funding shortfalls that Metro faces. At the same time, we believe that we can be successful in increasing transit's relevance in meeting our region's transportation needs and in securing additional funding for that service, when all the details of the problem and proposed solutions are clearly and completely presented to our citizens.

Sincerely,  
Kirkland City Council

By Amy Walen, Mayor