



CITY OF KIRKLAND

Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Pam Bissonnette, Interim Public Works Director
Date: March 5, 2014
Subject: Support of King County TBD Resolution

RECOMMENDATION:

It is recommended that the City Council conducts a public hearing on the King County Transportation Benefit District (KC TBD) ballot measure for April 22, 2014 (See Attachment A). Background information on possible Kirkland projects to be funded by KC TBD revenues is included as Attachment B. Based on the results of the hearing, the Council should consider approval of the attached Resolution supporting the ballot measure.

BACKGROUND AND DISCUSSION:

On February 10, 2014 the King County Council established a county-wide Transportation Benefit District (TBD). On February 24, 2014 the King County TBD Board of Directors approved a ballot measure to go to the voters on April 22, 2014. King County maintains that without additional funding, a \$75 million funding gap exists which will result in 600,000 hours of transit service being cut in the fall of 2014. Some of these cuts will directly affect Kirkland's access to transit service. The County TBD Board also recognized the needs within cities and unincorporated King County for additional funding for transportation. Kirkland has a long history of supporting regional transportation, and especially transit.

Attachment A contains the full language of the ballot measure. Here is a summary:

- A \$60 vehicle license fee (VLF) and a 0.1% sales tax that will sunset in 10 years.
- 60% of the revenue yield will be for King County Transit.
 - First priority is to maintain current service levels.
 - Second priority is to administer a low income fare proposal.
 - Third priority is to split any extra revenue from the 60% between Metro Transit and the County Roads system in equal amounts once the transit funding gap is closed.
- 40% of the revenue yield will be shared among cities and unincorporated King County for roads and other transportation projects based on population.
- An Interlocal Agreement will be required for the County and cities to receive the funds.
- If the State provides new revenue options, the TBD will consider reducing or eliminating the revenue sources adopted.

The County projects that the City of Kirkland may receive as much as \$2.1 million annually in revenues for our own transportation projects based on the proposed allocation; however, this estimate has not been verified. If adopted, the City of Kirkland Resolution will support this King County ballot measure.



KING COUNTY

Signature Report

February 25, 2014

TD Resolution TD2014-03

Attachment A
1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. TD2014-03.1

Sponsors

1 A RESOLUTION of the King County transportation
2 district relating to financing transportation improvements;
3 submitting a ballot measure regarding transportation
4 funding to the qualified electors of the King County
5 transportation district at a special election to be held on
6 April 22, 2014, and submitting a proposition to district
7 voters to authorize the district to fix and impose a one-tenth
8 of one percent sales and use tax within the district and a
9 sixty dollar vehicle fee on all vehicles within the district to
10 finance transportation improvements; requesting that the
11 King County prosecutor prepare a ballot title for the
12 proposition; and appointing committees to prepare the pro
13 and con statements for the local voters' pamphlet.

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

18 WHEREAS, chapter 36.73 RCW, provides for the establishment of transportation
19 benefit districts by cities and counties and authorizes those districts to levy and impose

20 various taxes and fees to generate revenues to support transportation improvements that
21 benefit the district and that are consistent with state, regional or local transportation plans
22 and necessitated by existing or reasonably foreseeable congestion levels, and

23 WHEREAS, King County Ordinance 17746 established the King County
24 transportation district with the authority to fund, acquire, construct, operate, improve,
25 provide, maintain and preserve transportation improvements authorized by chapter 36.73
26 RCW, and

27 WHEREAS, the King County transportation district intends to fund transportation
28 improvements authorized by chapter 36.73 RCW and that local jurisdictions receiving
29 funding will directly acquire, construct, operate, maintain, preserve or otherwise provide
30 any transportation improvement authorized by chapter 36.73 RCW and consistent with
31 this resolution, and

32 WHEREAS, the King County Transportation District has the legal authority to fix
33 and impose up to a one hundred dollar vehicle fee under RCW 82.80.140 with approval
34 of a majority of district voters, and

35 WHEREAS, the King County Transportation District has the legal authority to fix
36 and impose up to a two-tenths of one percent sales and use tax within the district under
37 RCW 82.14.0455 with approval of a majority of district voters, and

38 WHEREAS, a voter-approved vehicle fee imposed by the King County
39 transportation district does not affect the authority of city-established transportation

40 benefit districts to impose up to a twenty dollar councilmanic vehicle fee under RCW
41 82.80.140, and

42 WHEREAS, the King County Transportation District cannot impose a voter
43 approved sales and use tax that exceeds a period of ten years, unless extended by an
44 affirmative public vote in accordance with RCW 82.14.0455;

45 BE IT RESOLVED BY THE KING COUNTY TRANSPORTATION
46 DISTRICT:

47 SECTION 1. Fee and tax submittal to voters. To provide necessary funding for
48 the transportation improvements identified in section 3 of this resolution, the King
49 County transportation district shall submit to the qualified electors of the district a
50 proposition authorizing the district to fix and impose, for ten years, a sixty-dollar vehicle
51 fee to be added to any existing fees and to fix and impose, for ten years, an additional
52 one-tenth of one percent sales and use tax.

53 SECTION 2. Distribution of revenues. The district sales and use tax and
54 vehicle fee revenues shall first pay any administrative costs to the state Department of
55 Licensing and state Department of Revenue, the administrative costs of the district and
56 the cost of the license fee low-income rebate program in section 4 of this resolution. The
57 remaining combined revenue will be distributed pursuant to interlocal agreements for use
58 for transportation improvements consistent with this resolution in the following manner:

59 A. Sixty percent distributed to King County. On a biennial basis, the Board shall
60 determine and allocate for Metro transit purposes the amount of the sixty percent

61 distribution necessary to fund the operation, maintenance and capital needs of the Metro
62 transit system. In making this determination and allocation the Board shall be guided by
63 the following criteria:

64 1. Preserving Metro transit service at levels comparable to the 2014 Metro transit
65 system;

66 2. Covering the costs of administering any low income fare program and the
67 amount of the reduction in fare revenue resulting from a \$1.50 low-income fare; and

68 3. Adjusting for any changes in the amount of other Metro transit revenues
69 above the revenues estimated in the adopted King County 2013-2014 biennial budget.

70 If as a result of this determination and allocation, there are remaining revenues from the
71 sixty percent distribution, these will be distributed fifty percent for Metro transit purposes
72 and fifty percent for unincorporated area road purposes. Attachment A titled Estimated
73 Distributions of King County Transportation District Revenues to this resolution
74 illustrates estimated distributions using these criteria, based on currently projected
75 revenues and expenditures; and

76 B. Forty percent distributed to the cities within King County and to King County
77 for city transportation improvement purposes and for county unincorporated area road
78 purposes, respectively, in amounts shared pro rata based on each jurisdiction's percentage
79 of the total population of jurisdictions entering into interlocal agreements with the district
80 for the distribution of revenues.

81 **SECTION 3. Use of revenues and description of transportation**

82 **improvements.**

83 A. The sales and use tax and vehicle fee revenues, less the administrative and
84 rebate program costs identified in Section 2 of this resolution, shall be used by the district
85 consistent with RCW chapter 36.73 and this resolution to fund transportation
86 improvements permitted by RCW chapter 36.73, including but not limited to, the
87 acquisition, construction, operation, improvement, provision, maintenance, and
88 preservation of public transportation facilities, services and programs, and roads.

89 B. Specifically, the transportation improvements carried out with the sales and
90 use tax and vehicle fee revenues must be projects or programs contained in the
91 transportation plan of the Puget Sound Regional Council, King County or a city within
92 King County that are:

- 93 1. The provision of Metro transit public transportation services;
- 94 2. The service planning and public engagement for the provision of Metro
95 transit public transportation services;
- 96 3. The operation, maintenance and repair of Metro transit vehicles, equipment
97 and facilities;
- 98 4. The acquisition and replacement of Metro transit vehicles and equipment and
99 the planning, design, construction and implementation of Metro transit capital
100 improvements;
- 101 5. The implementation of transportation demand management programs;

102 6. The planning, design, construction and implementation of capital
103 improvement, preservation and restoration projects for road facilities such as streets,
104 roads, bridges, signals, guardrails, drainage systems, pedestrian and bicycle pathways and
105 related facilities and improvements;

106 7. The operation, maintenance and repair of road facilities such as streets, roads,
107 bridges, signals, guardrails, drainage systems, bicycle pathways and related facilities and
108 improvements;

109 8. The provision of emergency responses to protect road facilities and public
110 health and safety; or

111 9. The planning, design, installation and management of intelligent
112 transportation systems including traffic cameras, control equipment and new technologies
113 to optimize the existing transportation system.

114 C. Consistent with RCW 36.73.020, the transportation improvements carried out
115 with the sales and use tax and vehicle fee revenues shall be needed by existing or
116 reasonably foreseeable congestion levels; and selection of the transportation
117 improvements shall, to the extent practicable, consider the following criteria:

118 1. Reduced risk of transportation facility failure and improved safety;

119 2. Improved travel time;

120 3. Improved air quality;

121 4. Increases in daily and peak period trip capacity;

122 5. Improved modal connectivity;

123 6. Improved freight mobility;

124 7. Cost-effectiveness of the investment;

125 8. Optimal performance of the system through time;

126 9. Improved accessibility for, or other benefits to, persons with special
127 transportation needs.

128 SECTION 4. The vehicle fee shall be subject to a rebate program consistent with
129 chapter 36.73 RCW under which low-income individuals will be eligible, upon
130 application, to receive a twenty-dollar rebate for each vehicle for which an individual
131 pays the full vehicle fee.

132 SECTION 5. On an annual basis, the board of the district shall review the
133 identification of projects and programs carried out by King County and the cities within
134 King County with the sales and use tax and vehicle fee revenues for consistency with this
135 resolution. Additionally, the district shall issue an annual report to the public, indicating
136 the status of transportation improvement costs, transportation improvement expenditures,
137 revenues, and construction schedules.

138 SECTION 6. If the Washington state legislature enacts legislation that grants new
139 authorization for county transportation revenues and King County imposes and collects
140 revenues under such legislation, the board shall consider whether to, and may, reduce or

141 eliminate the continued imposition and collection of the sales and use tax and vehicle fee
142 authorized by this resolution.

143 SECTION 7. For the purposes of defining a transportation plan under chapter
144 36.73 RCW and section 3 of this resolution:

145 A. The transportation plan of King County includes, as adopted and updated, the
146 Transportation Element of the King County Comprehensive Plan, the King County Metro
147 Transit Strategic Plan for Public Transportation, the King County Metro Transit Service
148 Guidelines, the annual King County Metro Transit Service Guidelines Report, the King
149 County Department of Transportation Strategic Plan for Road Services, the
150 Transportation Needs Report, and the King County Roads Services CIP.

151 B. The transportation plan of a city is its transportation program adopted and
152 annually revised and extended as required by RCW 35.77.010.

153 C. The transportation plan of the Puget Sound Regional Council is its
154 transportation improvement program developed and updated as required by RCW
155 47.80.023.

156 SECTION 8. For the purposes of this resolution, "city" means city or
157 incorporated town.

158 SECTION 9. Call for special election. The district hereby requests that the King
159 County director of elections call a special election on April 22, 2014, to consider a
160 proposition authorizing the district to fix and impose, for ten years, a vehicle fee in the
161 amount of sixty dollars and to fix and impose, for a term of ten years, a sales and use tax

162 in the amount of one-tenth of one percent for the purposes described in this resolution.

163 The King County director of elections shall cause notice to be given of this resolution in

164 accordance with the state constitution and general law and to submit to the qualified

165 electors of the district, at the said special county election, the proposition hereinafter set

166 forth, in the form of a ballot title substantially as follows:

167 KING COUNTY TRANSPORTATION DISTRICT

168 PROPOSITION NO. ____

169 The Board of the King County Transportation District passed Resolution No. TD2014-03

170 concerning funding for Metro transit, roads and other transportation improvements. If

171 approved, this proposition would fund, among other things, bus service, road safety and

172 maintenance and other transportation improvements in King County cities and the

173 unincorporated area. It would authorize the district to impose a sales and use tax for a

174 term of ten years of 0.1% under RCW 82.14.0455, and an annual vehicle fee of sixty

175 dollars (\$60) per registered vehicle under RCW 82.80.140 with a twenty dollar (\$20)

176 rebate for low-income individuals.

177 Should this sales and use tax and vehicle fee be approved?

178 Yes

179 No

180 SECTION 10. The King County director of elections is hereby requested to

181 prepare and distribute a local voters' pamphlet, in accordance with K.C.C. 1.10.010, for

182 the special election called for in this resolution, the cost of the pamphlet to be included as
183 part of the cost of the special election.

184 SECTION 11. RCW 29A.32.280 provides that for each measure from a
185 jurisdiction that is included in a local voters' pamphlet, the legislative authority of that
186 jurisdiction shall formally appoint a committee to prepare arguments advocating voter
187 approval of the measure and a committee to prepare arguments advocating voter rejection
188 of the measure.

189 SECTION 12. As authorized by RCW 29A.32.280, the following individuals are
190 appointed to serve on the voters' pamphlet committees, each committee to write a
191 statement for or against the proposed measure.

192 FOR	AGAINST
193 1. Denis Hayes	1. Will Knedlik
194 2. Estela Ortega	2. Dick Paylor
195 3. John Marchione	3. Jerry Galland

196 SECTION 13. Ratification. Certification of the proposition by the clerk of the
197 district to the King County director of elections in accordance with law before the
198 election on April 22, 2014, and any other act consistent with the authority and before the
199 effective date of this resolution are hereby ratified and confirmed.

200 SECTION 14. Severability. If any provision of this resolution or its application
201 to

203 any person or circumstance is held invalid, the remainder of the resolution or the

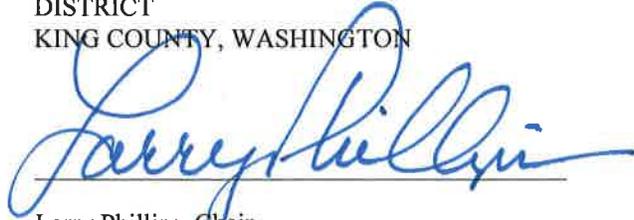
204 application of the provision to other persons or circumstances is not affected.

205

TD Resolution TD2014-03 was introduced on and passed as amended by the King County Transportation District on 2/24/2014, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,
Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr.
Upthegrove
No: 0
Excused: 0

KING COUNTY TRANSPORTATION
DISTRICT
KING COUNTY, WASHINGTON



Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Board

Attachments: A. Estimated Distributions of King County Transportation District Revenues 2-24-14

**Estimated Distributions of King County Transportation District Revenues
February 24, 2014**

Attachment A
TD2014-03

		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
Forecasted KCTD Revenues												
Sales Tax		\$53,411,614	\$56,439,059	\$59,301,600	\$61,902,449	\$64,607,180	\$67,354,570	\$70,161,504	\$73,014,605	\$75,983,728	\$79,073,589	(Forecasted Growth Rates)
Vehicle Fee		\$81,622,728	\$82,438,955	\$83,263,345	\$84,095,978	\$84,936,938	\$85,361,623	\$85,788,431	\$86,217,373	\$86,648,460	\$87,081,702	(yrs 1-5:1%,6-10:0.5%)
		\$135,034,342	\$138,878,014	\$142,564,944	\$145,998,428	\$149,544,118	\$152,716,193	\$155,949,934	\$159,231,978	\$162,632,188	\$166,155,291	
Estimated KCTD Expenses												
Administration	0.75%	\$1,012,758	\$1,041,585	\$1,069,237	\$1,094,988	\$1,121,581	\$1,145,371	\$1,169,625	\$1,194,240	\$1,219,741	\$1,246,165	
Rebate Cost	100%	\$5,479,820	\$5,534,620	\$5,589,960	\$5,645,860	\$5,702,320	\$5,730,840	\$5,759,500	\$5,788,300	\$5,817,240	\$5,846,320	
Rebate Administration	15%	\$821,973	\$830,193	\$838,494	\$846,879	\$855,348	\$859,626	\$863,925	\$868,245	\$872,586	\$876,948	
		\$7,314,551	\$7,406,398	\$7,497,691	\$7,587,727	\$7,679,249	\$7,735,837	\$7,793,050	\$7,850,785	\$7,909,567	\$7,969,433	
Net Estimated Revenue for Distribution		\$127,718,791	\$131,471,616	\$135,067,253	\$138,410,700	\$141,864,869	\$144,980,356	\$148,156,885	\$151,381,194	\$154,722,620	\$158,185,859	
Cities and Unincorporated King County												
Distribution	40%	\$51,087,916	\$52,588,646	\$54,026,901	\$55,364,280	\$56,745,948	\$57,992,142	\$59,262,754	\$60,552,477	\$61,889,048	\$63,274,343	
King County distribution	60%	\$76,631,875	\$78,882,970	\$81,040,352	\$83,046,420	\$85,118,921	\$86,988,213	\$88,894,131	\$90,828,716	\$92,833,572	\$94,911,515	
Estimated distribution of 40% to Unincorporated King County For Road Purposes		\$6,079,462	\$6,258,049	\$6,429,201	\$6,588,349	\$6,752,768	\$6,901,065	\$7,052,268	\$7,205,745	\$7,364,797	\$7,529,647	(11.9% of Population)
Transit Financial Gap												
Estimated Transit Service Costs (600,000 hours)		\$60,000,000	\$62,040,000	\$64,149,360	\$66,330,438	\$68,585,673	\$70,917,586	\$73,328,784	\$75,821,963	\$78,399,909	\$81,065,506	
Estimated Transit Capital Costs		\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	\$15,000,000	
Forecasted Additional Sales Tax Over Forecast*		\$15,568,307	\$17,474,604	\$17,237,240	\$15,589,719	\$13,991,278	\$11,503,572	\$8,264,381	\$5,507,570	\$2,497,198	(\$783,514)	
Low Income Fare Program Costs (\$1.50)		\$7,400,000	\$7,622,000	\$7,850,660	\$8,086,180	\$8,328,765	\$8,578,628	\$8,835,987	\$9,101,067	\$9,374,099	\$9,655,322	
Net Estimated Transit Financial Gap		\$86,831,893	\$87,187,396	\$89,782,780	\$93,826,898	\$97,923,160	\$102,992,842	\$108,090,390	\$113,329,533	\$118,771,106	\$124,384,148	
* Sales Tax Forecasts Based on August 2013 over August 2012 forecasts by the King County Office of Economic and Financial Analysis												
Unincorporated Area Roads Financial Gap**												
Estimated Financial Gap to maximize the lifecycle of the existing unincorporated area roadway system		\$130,000,000	\$133,900,000	\$137,917,000	\$142,054,510	\$146,316,145	\$150,705,830	\$155,226,799	\$159,883,803	\$164,680,111	\$169,620,514	
**Based on Strategic Plan for Road Services and the 2013-2014 adopted budget												
Estimated Distribution of KCTD Revenues to King County for Metro Transit and Unincorporated Area Road Purposes												
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
Estimated KCTD Distribution of 60%												
Net of Estimated Transit Financial Gap		\$9,800,182	\$11,695,574	\$11,277,572	\$9,219,521	\$7,195,761	\$3,995,572	\$0	\$0	\$0	\$0	
50% Transit		\$4,900,091	\$5,847,787	\$5,638,786	\$4,609,761	\$3,597,881	\$1,997,786	\$0	\$0	\$0	\$0	
50% Roads		\$4,900,091	\$5,847,787	\$5,638,786	\$4,609,761	\$3,597,881	\$1,997,786	\$0	\$0	\$0	\$0	
Net estimated total distribution for King County Metro Transit		\$71,731,784	\$73,035,183	\$75,401,566	\$78,436,660	\$81,521,041	\$84,990,428	\$88,894,131	\$90,828,716	\$92,833,572	\$94,911,515	
Net estimated total distribution for Unincorporated Area Roads		\$10,979,553	\$12,105,836	\$12,067,987	\$11,198,110	\$10,350,648	\$8,898,851	\$7,052,268	\$7,205,745	\$7,364,797	\$7,529,647	
Percentage of estimated Unincorporated Area Roads Financial Gap		8.4%	9.0%	8.8%	7.9%	7.1%	5.9%	4.5%	4.5%	4.5%	4.4%	

**CITY OF KIRKLAND**

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: March 20, 2014

Subject: King County TBD and Potential Kirkland Projects

RECOMMENDATION:

It is recommended that as part of the public hearing on the King County Transportation Benefit District (KC TBD) ballot measure, the Council reviews various packages of projects that could be funded by revenue directed to Kirkland from the King County Transportation Benefit District.

BACKGROUND DISCUSSION:*Introduction*

The King County TBD measure had not yet been created and placed on the ballot when Kirkland evaluated its transportation Capital Improvement Project (CIP) proposals in the fall and winter of 2013 and its Transportation Improvement Plan (TIP) in February of 2014. No specific assumptions were made for projects that would be funded with KC TBD revenue at the time but the City did add School Walk Routes and the Cross Kirkland Corridor to the adopted TIP to make them eligible for potential KC TBD funding. Now that a KC TBD measure has been placed on the ballot, Councilmembers and the public have been asking what the KC TBD transportation revenue might accomplish should it be approved by the voters. This memo is intended to provide several different project list options for the Council to review as they evaluate whether to adopt a resolution of support for the KC TBD ballot measure. The lists are not intended to replace the formal CIP adoption process, but to give Councilmembers the opportunity to provide guidance to the staff and the public as to the types of priority projects the City would likely fund with the revenues. Based on how the King County TBD ballot measure is written, only projects in the CIP and TIP are eligible to be funded by KC TBD revenues. Not all the projects included in this memo are currently in the TIP. Projects would need to be added to future Transportation Improvement Plans to become eligible.

It is estimated by King County that Kirkland's share of funding from the local portion of the proposed King County Transportation Benefit District would be approximately \$2.1M per year. At their March 4th meeting, Council directed staff to describe possible transportation projects that would be candidates for the local funding. A list of possible funding packages is described

below. These would be in addition to the Metro Service cuts that would be avoided with the new funding.

Metro service

Kirkland would benefit from the portion of the TBD revenue that will be used to fill the funding "gap" King County Metro is currently facing. At the January 21st Council meeting, staff provided Council with a briefing on the numerous service cuts that Metro was contemplating in Kirkland and throughout the entire system. The proposed 600,000 hour cut is large, affecting over 80% of Metro's routes. Routes in Kirkland are decreased in frequency, truncated in length, reduced in span of service and/or eliminated altogether.

Major elements of the proposed cuts in Kirkland include:

- Truncation of Route 255 at Totem Lake instead of Brickyard Park and Ride
- Significant reductions in service to Lake Washington Institute of Technology
- 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 only 60 minutes during some of the day

A summary of the cuts and restructuring that is proposed for our area if funding is not secured is attached. With TBD funding, these cuts would not be needed and a restructuring to improve service in Kirkland with existing or even additional hours is possible.

Implementing the Kirkland 2035 Vision - Other transportation projects

The Kirkland citizen visioning work for the current Comprehensive Plan update and Kirkland 2035 process has developed the themes of a vibrant, walkable community that is Livable, Sustainable, and Connected. Therefore, the projects selected for discussion prioritize these themes.

Table 1 contains various project sets that the Council may wish to consider as candidates for funding with KC Transportation Benefit District funding. There is no particular priority order to the projects in the table. The projects are mapped in Figure 1.

The groups shown in Table 1 are a sample of possible projects. Each project group has a purpose, and several groups have multiple options. Entries in the element column describe work that is part of that option. In many cases costs come from CIP projects or plans. In other cases, costs are order of magnitude estimates with ranges.

As described above, it is estimated by King County that approximately \$2.1 million annually will be available for 10 years, for a potential total of \$21 million over the life of the initial KC TBD term. It would be possible to bond this amount as well. Note that if a project were funded by the County TBD, those same project elements would not be eligible for a local Kirkland TBD funding. Also, coordination would be necessary for funding from the TBD and any funding Council may wish to seek from other sources such as levies or bond measures.

Table 1 Project suggestions for Kirkland from County Transportation Benefit District.

Project group	Basis for group	Options	Elements	Costs (millions)	Ref No.
School Walk routes	Council has a sustained interest in school walk routes. Active Transportation Plan set goals	Sidewalk on one side of collector and arterial streets	Sidewalk construction	\$3.9	1
		Sidewalk on one side of all school walk routes		\$16.3	2
Juanita Drive	Recently completed study. Addresses safety for active and motorized modes	Uphill bicycle lane	Restriping, some widening	\$0.6	3
		Complete basic bicycle and pedestrian cross section	Builds up and downhill bike lane and walkway	\$10.4	3a
		Complete crosswalks and walkway	Pavement widening and crosswalk treatments.	\$1.5	4
		Intersection treatments	Turn lanes at intersections. Some surface water improvements.	\$5.3	5
		Quick win projects	Selected higher benefit/lower cost projects	\$1.35	6
		Complete set of improvements for Juanita Drive	All elements in study	\$20	7
Greenways	Connect to CKC makes bicycling more approachable, improves conditions for walking	NE 60th Street	Marking, signing, crossing treatments at arterials. NE 141 includes bridge over I-405, Possible surface water treatments, signal improvements, traffic calming.	Variable, \$0.1 -\$1.0 each. NE 141 St bridge \$4.5	8
		NE 75th Street/Kirkland Way			9
		NE 100th Street			10
		NE 141st Street			11
ITS improvements	Supports efficient use of transportation facilities	Juanita Drive ITS component	Fiber connections and new equipment to intersections not connected in phase I or phase II	\$1.1	12
		Connections to other signals, other enhancements		\$1 - \$5	13
Bicycle and/or Pedestrian network improvements	Projects where grants are unlikely.	116th Avenue bike lanes S. City limits to NE 60th Street	Construct bicycle lanes and pedestrian facilities	\$3.4	14
		84th Avenue Sidewalk, NE 124th Street to NE 145th Street	Construct sidewalk	\$4.1	14a

Table 1 Project suggestions for Kirkland from County Transportation Benefit District.

Project group	Basis for group	Options	Elements	Costs (millions)	Ref No.	
Cross Kirkland Corridor	Goal in Active Transportation Plan Strong Community support	Connections	NE 100th Street/Crestwoods Park	Trail or possible bridge connection (works with NE 100th Greenway)	\$2.5 -\$5.0	15
			Redmond Central Connector	Improve Willows Road requires Eastside Rail Corridor improvement	\$3.7	16
			Forbes Creek Drive Trail	Path on north side of Forbes Creek Drive from 98th Avenue/Market Street to CKC	\$2.0	17
		Improve major street intersections on CKC	NE 124th Street/Totem Lake Blvd	Overpass to Totem Lake Park	\$5.7	18
			120th Avenue NE	Signal or grade separation	\$0.75 - \$5.0	19
			6th Street S	Grade separation/gateway treatment	\$1 - \$5	20
		Rebuild trestle at Kirkland Way	Improves auto/bike/ped safety and connectivity	\$7	21	
		Construct a section of the corridor as described in Master Plan, 10 sections total	Trail and amenities	\$2-\$10 per section	22	
NE 132nd Street improvements	Add capacity at intersections, works in connection with future I-405 interchange	Package of 6 intersections and roadway improvements could be divided into separate projects	Intersection widening, construct medians, sidewalk reconstruction improve bicycle lanes	\$12	23	

Figure 1. Map of projects from Table 1



Based on direction from Council at their March 18 meeting, staff has developed four project package options. The options represent sample packaging of projects and because some of the packages are “bookends” Council may wish to blend projects within the packages.

The Council may also wish to consider several policy questions when evaluating potential project packages:

- Should the projects be focused on implementing the Kirkland 2035 vision of a livable, walkable community? Or should additional road maintenance investments be made such as street overlays or slurry seal to reduce the backlog?
- Should the projects have rough geographic equity and make investments throughout the City? Or should projects be focused on economic centers such as Totem Lake and Downtown? Projects might also be focused on areas less likely to see high performing transit.
- Should projects be able to be completed within the 10 year time frame?

Package 1: Maintenance

This package would add all the dollars to pavement maintenance funding. The additional \$2.1M/year would result in an overall Pavement Condition Index (PCI) of 76 in 10 years, exceeding the City’s PCI target of 70 in 20 years. Note that other forms of Maintenance could be considered such as traffic signals or other transportation infrastructure. Pavement maintenance is considered here because of past Council actions and its ease of quantification.

Package 2: Cross Kirkland Corridor.

This package would direct all the funding to development of the Cross Kirkland Corridor. Costs from the Master Plan are currently being developed, but as can be seen from projects 15 through 21 on Table 1, costs exceed the revenue the city could expect to receive over 10 years. Funding could be used to match grants or otherwise leverage additional outside funding and to prepare projects so that they can compete effectively for grant funding. For example, grant requests for construction funds are often more competitive than requests for design. Therefore using funds for design, getting a project ready for construction, could be a wise investment.

Package 3: Bicycle and Pedestrian Safety

This package includes projects from Table 1 that are safety related.

Project group	Project	Elements	Costs (millions)	Ref No.
School Walk routes	Sidewalk on one side of collector and arterial streets	Sidewalk construction	\$3.9	1
Juanita Drive	Complete basic bicycle and pedestrian cross section	Builds up and downhill bike lane and walkway	\$10.4	3a

Bicycle and/or Pedestrian network improvements	84th Avenue NE Sidewalk, NE 124th Street to NE 145th Street	Construct sidewalk	\$4.1	14a
Greenways	Various candidates	Marking, signing, crossing treatments at arterials. Possible surface water treatments, signal improvements, traffic calming.	\$2.6	8
Total			\$21	

It has elements related to school walk routes, basic cross-section on the entire length of Juanita Drive, constructs sidewalks on 84th Avenue NE and the balance of funding in Greenways. Note that because the 84th Avenue NE Project overlaps with school walk routes, the estimate here is conservative. Additionally, school walk routes are traditionally projects that are heavily leveraged, so it's expected that additional projects could be completed with outside grant funding.

Package 4: Connectivity

This package chooses projects from Table 1 that connect facilities within Kirkland

Project group	Project	Elements	Costs (millions)	Ref No.
School Walk routes	Sidewalk on one side of collector and arterial streets	Sidewalk construction	\$3.9	1
Juanita Drive	Complete basic bicycle and pedestrian cross section	Builds up and downhill bike lane and walkway	\$10.4	3a
Cross Kirkland Corridor	NE 100th Street/Crestwoods Park	Trail or possible bridge connection (works with NE 100th Greenway)	\$4.7	15
	Forbes Creek Drive Trail	Path on north side of Forbes Creek Drive from 98th Avenue/Market Street to CKC	\$2.0	17
Total			\$21	

This package is made up of projects that provide connectivity to schools (school walk routes), connectivity via Juanita Drive and two projects that make bicycle and pedestrian connections to the Cross Kirkland corridor.

The four packages presented here are samples. Other packages could be assembled. For example, an auto based package could be assembled from Table 1 projects 5, 13 and 23;

Council Direction Needed

The Council may reach consensus on one of the packages above and wish to provide that as direction to staff. However, the Council is not being asked to formally adopt any set of projects at this time. Staff does believe it would be helpful for the Council to indicate a set of preferences for projects and policy priorities that will help the public understand what the City is likely to do with KC TBD revenues.

The staff recommendation is that the Council considers adopting the following priority goals for TBD revenues:

- All KC TBD funded projects should be completed within 10 years.
- KC TBD revenues should implement the Kirkland 2035 vision of a livable, walkable community with sidewalks, bike paths, pedestrian safety improvements and connections rather than focus on street maintenance.
- KC TBD revenues should implement investments throughout the City.
- Any KC TBD package should include significant investments in school walk routes, Juanita Drive safety improvements and Cross Kirkland Corridor development.

The "WHEREAS" sections of the resolution expressing support for the KC TBD ballot measure are generally based on these priorities. If the Council chose to focus entirely on street maintenance or the Cross Kirkland Corridor, some modest revision the resolution would be necessary.



Proposed Revision: Northeast King County

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

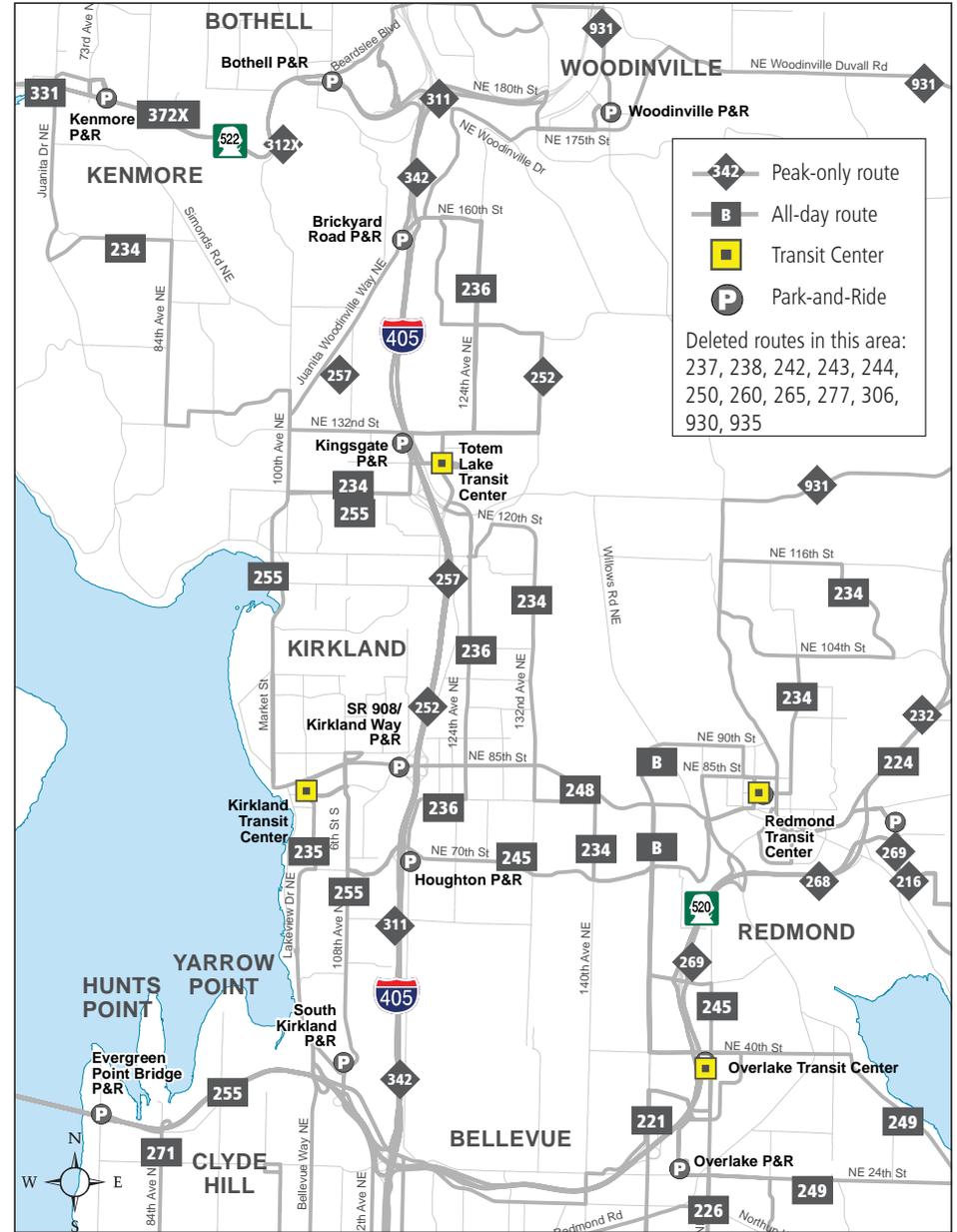
- Save as many resources as possible
- Shorten some routes that have less productive segments
- Reduce duplication
- Better match service provided to the demand for that service
- Maintain frequency in areas with high ridership
- Reduce service coverage to areas with fewer riders

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			



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RESOLUTION R-5045

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SUPPORTING KING COUNTY TRANSPORTATION DISTRICT PROPOSITION NO. 1 WHICH, IF APPROVED, WOULD AUTHORIZE A SALES AND USE TAX AND VEHICLE FEE FOR TRANSPORTATION IMPROVEMENTS.

WHEREAS, on April 22, 2014, voters in the City of Kirkland will decide whether to approve Proposition No. 1, the King County Transportation District transportation funding measure; and

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

WHEREAS, if approved, Proposition No. 1 would authorize the King County Transportation District to levy a 0.1 percent sales and use tax and a \$60 vehicle fee, each for up to ten years; and

WHEREAS, if approved, Proposition No. 1 would provide dedicated transportation funding to preserve current Metro transit service levels, including a low-income fare program and the operation, maintenance and capital needs of the Metro transit system; and

WHEREAS, Proposition No. 1 would also establish a low-income vehicle fee rebate of \$20; and

WHEREAS, 40 percent of the revenue collected, net of administrative costs, would be used for road improvements and other transportation purposes in the 39 cities in King County, including Kirkland, and in unincorporated King County; and

WHEREAS, King County has estimated that the City of Kirkland may receive as much as \$2 million per year for City transportation improvements if Proposition No. 1 is approved; and

WHEREAS, as part of the Kirkland 2035 visioning process, Kirkland residents have expressed strong support for ensuring that Kirkland is a vibrant, walkable community that is livable, sustainable, and connected through development of a multi-modal Cross Kirkland Corridor, frequent, reliable transit service, safe and well maintained streets, and a comprehensive network of bike lanes, sidewalks and pedestrian safety investments such as crosswalks and flashing beacons; and

WHEREAS, if Proposition No.1 is approved, the City of Kirkland would the invest revenues from Proposition No. 1 on transportation projects throughout the City to achieve the vision of a vibrant, walkable, multi-modal city that is livable, sustainable and connected; and

WHEREAS, pursuant to State law, RCW 42.17A.555, the City Council desires to show its support for King County Transportation District Proposition No. 1, which if approved, would authorize a sales and use tax and vehicle fee for transportation improvements;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Council supports King County Transportation District Proposition No. 1.

Section 2. The City Council urges Kirkland voters to support King County Transportation District Proposition No. 1 to fund, among other things, bus service, road safety, street maintenance, sidewalks, bike paths, Cross Kirkland Corridor development and other transportation improvements in King County cities, including Kirkland, and in unincorporated King County.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2014.

Signed in authentication thereof this ____ day of _____, 2014.

MAYOR

Attest:

City Clerk