

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Council Direction on King County Metro Guiding Principles to Inform Cuts
DEPARTMENT:	Public Works
PRESENTED BY:	Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The intent of this agenda item is for Council to provide direction to Councilmember Roberts on the Sound Cities Association (SCA) King County Metro Guiding Principles to Inform Cuts. In response to Metro's proposal to reduce service, the SCA Regional Transit Committee (RTC) Caucus developed a proposed set of guiding principles. The purpose of these draft guiding principles is to communicate with King County Metro and cities throughout the region that there is a common understanding of what the process for cuts will be, as well as the anticipated outcomes. The draft principles are primarily focused on Metro's public engagement and the sequencing/phasing of cuts. They were presented to the SCA Public Issues Committee (PIC) for consideration on November 13, 2013. PIC is scheduled to finalize and approve the draft principles on December 11, 2013. Councilmember Roberts is the City's representative on the SCA PIC.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact to the City associated with providing direction on these principles.

RECOMMENDATION

Staff recommends Council provide direction to Councilmember Roberts whether to approve or modify the Sound Cities Association Draft Guiding Principles Regarding Metro's Transit Service Cut Proposal.

Approved By: City Manager **DT** City Attorney **IS**

INTRODUCTION

On November 7, 2013, King County Metro Transit released their proposal for system wide service reductions in response to a significant funding shortfall. Because funding for service operation is heavily reliant on sales tax revenues, the recent economic downturn has greatly impacted Metro's budget. Over the past five years, Metro has raised fares, implemented service changes to improve efficiencies, utilized reserve funding and enacted a two-year congestion reduction charge (in the form of a vehicle license fee). However, many of these were one time measures and without additional funding, Metro will need to make significant service reductions beginning in June 2014.

The attached matrix and maps (Attachments A-E) outline the proposed cuts to service in Shoreline. The matrix provides a description of each route and details the specific proposed changes for them (specific details of all proposed cuts can be found at <http://metro.kingcounty.gov/am/future/>). Of the twenty six Metro Transit routes serving Shoreline:

- Eleven would remain unchanged
- Seven would be modified
- Three routes would be retained, however, service in Shoreline would be eliminated
- Five would be eliminated

The service cut proposal shows the full breadth of service cuts across the system, representing 600,000 hours or approximately 17 percent of Metro's current service. In addition to these cuts, approximately 45,000 additional service hours that are funded by the State as mitigation for the construction on the Alaskan Way viaduct will also be eliminated, as the contract for this service will expire. The system-wide cuts would occur over five consecutive service changes, beginning in June 2014 with the elimination of the viaduct construction mitigation service. Subsequent cuts would then occur in September 2014, February, June and September 2015, with approximately 150,000 hours eliminated with each service change.

Metro has a robust countywide public outreach plan to inform people about the proposed cuts and solicit their feedback. In addition to their website detailing the proposed changes and ways to contact them, King County Metro will be attending and hosting public events and meetings around the County. They will also have an outreach van traveling to transit centers and park and rides throughout the County. Public events in and near Shoreline include an outreach van stop at Shoreline Community College on December 2 from 11 am – 2 pm and a public meeting at Lake Forest Park City Hall on, January 27 from 6 pm – 9 pm. Metro staff is also scheduled to present to Council on January 13.

DISCUSSION

In response to Metro's proposal to reduce service, the Sound Cities Association (SCA) Regional Transit Committee (RTC) Caucus developed a proposed set of guiding principles. The purpose of these draft guiding principles is to communicate with King

County Metro and cities throughout the region that there is a common understanding of what the process for cuts will be, as well as the anticipated outcomes. The draft principles are primarily focused on Metro's public engagement and the sequencing/phasing of cuts. They were presented to the SCA Public Issues Committee (PIC) for consideration on November 13, 2013, where PIC members discussed the draft principles. Issues of concern include Metro's current financial situation, recognition of geographic equity when implementing service reductions, public outreach and consideration of partnerships with jurisdictions or agencies that are willing to make financial contributions toward preserving transit service. These issues were integrated into the draft principles and are included in Attachment F. (Attachment F was provided by SCA staff. It includes the original draft principles presented to the PIC, as well as language incorporated after the November 13 meeting shown in red. This is the version that will be considered at the December 11 PIC meeting.)

It is important to recognize that these principles have not or will not be used to develop the service cut proposal (which is already released) as it was developed using Metro's adopted Service Guidelines (the draft principles identify use of the Service Guidelines in section 2.a.). PIC is scheduled to finalize and approve the draft principles on December 11, 2013.

Overall, staff believes that these draft principles are in alignment with how Metro plans to proceed with the service cut process. Metro has a very robust public involvement plan. Outreach is already underway and it is addressing the items identified in the draft principles. Metro's proposal released is for the entire system and will be implemented over the course of several service changes. The adopted service guidelines, which evaluate route productivity, social equity and geographic value, were used to develop this proposal and the manner in which they were utilized can be reviewed in the Service Guidelines Report, released in early November. Due to the magnitude of these cuts, Metro did not utilize their usual sounding board process to develop the proposal, alluded to in draft principle 1.b..

It is unlikely that approval of these guidelines and transmittal to Metro will result in significant changes to the service cuts proposal. Metro has used the service guidelines, which are very prescriptive and specific, to develop this large reduction proposal. Metro is asking for feedback from the public and jurisdictions about the proposal, emphasizing that the guidelines are their foundation and any changes to the proposal must result in a net service reduction that keeps the entire system as whole as possible.

It is understandable that this policy position could be seen as an effort to reopen the discussion about Metro's service guidelines. While it was not the foundation for development of these policies nor the original intent of the SCA RTC Caucus in developing them, there is quite a bit of shock among cities to see how implementation of the service guidelines can affect their transit service when such drastic cuts are being considered. Also, there is lingering concern among several suburban cities about equity regarding sales tax paid and how that translates into service received (i.e. are cities receiving all the transit service their sales tax is paying for). .

Metro is scheduled to update their service guidelines again in 2015, at which time this may be a topic of conversation. The RTC could direct Metro staff to revisit this issue

sooner, however that is not likely as Metro staff has a very full workload for 2014. As with their original development and the update earlier this year, City staff will be following the service guidelines update process to ensure they remain balanced.

STAKEHOLDER OUTREACH

King County Metro Transit is responsible for public outreach associated with their proposed service reductions. Sound Cities Association discussed this set of guiding principles among their members at the November 13, 2013 PIC meeting, as well as with the SCA RTC Caucus meetings on October 16 and November 20, 2013.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: "Improve Shoreline's utility, transportation, and environmental infrastructure".

RESOURCE/FINANCIAL IMPACT

There is no financial impact to the City associated with providing direction on these principles.

RECOMMENDATION

Staff recommends Council provide direction to Councilmember Roberts whether to approve or modify the Sound Cities Association Draft Guiding Principles Regarding Metro's Transit Service Cut Proposal.

Attachment A: Proposed Service Cuts in Shoreline Matrix

Attachment B: Service Reduction Proposal: Northwest Seattle/North King County

Attachment C: Proposed network: Northwest Seattle/North King County

Attachment D: Service Reduction Proposal: Northeast Seattle/North King County

Attachment E: Proposed Network: Northeast Seattle/North King County

Attachment F: SCA Draft Guiding Principles Regarding Metro's Transit Service Cut Proposal

ATTACHMENT A – PROPOSED SERVICE CUTS IN SHORELINE

ROUTE	DESCRIPTION	PEAK OR ALL DAY	PROPOSED CHANGES	NOTES
NO CHANGE				
77	North City, Maple Leaf, Downtown Seattle	Peak	No change	
301	Richmond Beach (east), Downtown Seattle	Peak	No change	
303X	Meridian Ave, First Hill	Peak	No change	
309**	Kenmore, Lake City, First Hill	Peak	No change	
312**	Bothell, Kenmore, Lake City, Downtown Seattle	Peak	No change	
316	Meridian Park, Green Lake, Downtown Seattle	Peak	No change	
330	Shoreline Community College, Lake City	All Day	No change	
345	Shoreline Community College	All Day	No change	
347	Mountlake Terrace Transit Center, Ballinger, North City, Ridgecrest, Northgate	All Day	No change	
358	Aurora Village, Aurora Corridor, Downtown Seattle	All Day	No change	RapidRide E Line service scheduled to begin in February 2014. 10 minute service during morning and evening peak period, 15 minute service during off-peak periods. Scheduled service for late night/early mornings.
373	Aurora Village, Meridian Park, Jackson Park, University District	Peak	No change	
CHANGE TO SERVICE				
5	Shoreline Community College, Greenwood, Downtown Seattle	All Day	Reduced headways on weekdays and Saturdays, Service will end before 12:00 am, rather than before 1:00 am	
65*	Lake City, University District	All Day	Service will end before 11:00 pm, rather than before 12:00 am	This route is being extended to 15 th Ave NE to help mitigate some of the loss from Route 73 reductions
331	Shoreline Community College, Ballinger, Kenmore	All Day	Service will end before 7:00 pm, rather than before 11:00 pm	No alternative available after 7:00 pm
346	Aurora Village, Meridian Park, Northgate, Downtown Seattle	All Day	Service will end before 9:00 pm, rather than before 11:00 pm	No alternative available after 9:00 pm
348	Richmond Beach, North City, Northgate	All Day	Service will end before 9:00 pm, rather than before 11:00 pm	No alternative available after 9:00 pm

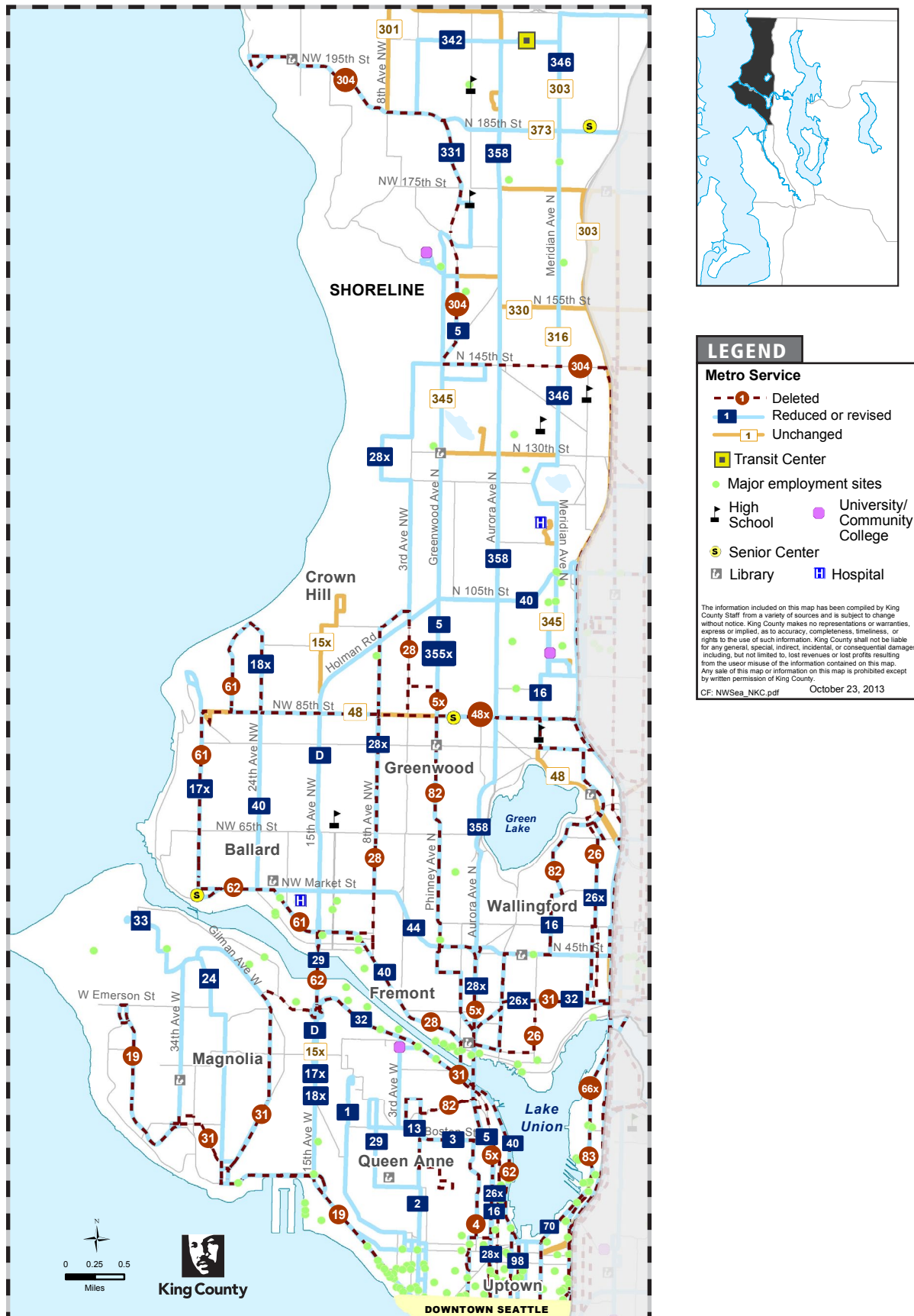
ATTACHMENT A – PROPOSED SERVICE CUTS IN SHORELINE

ROUTE	DESCRIPTION	PEAK OR ALL DAY	PROPOSED CHANGES	NOTES
355	Shoreline Community College, Greenwood, Downtown Seattle	Peak	New trips added (replaces eliminated Route 5X in Greenwood neighborhood), Rerouted to serve Aurora Avenue N instead of I-5 from downtown to N 46 th St	This will be the same as Route 5, with limited stops.
372**	Woodinville, UW/CCC Campus, Bothell, Kenmore, Lake City, University District	All Day	Additional night and weekend trips added serving Lake City and the University District only (replaces eliminated Route 72); Service eliminated east of UW Bothell Campus	To reach Woodinville: Alternative service available via Sound Transit Route 522 (transfer required in Kenmore)
SERVICE RETAINED BUT DELETED IN SHORELINE				
28X*	Broadview, Downtown Seattle	Peak	Segment serving Shoreline eliminated; service terminates at NW 103 rd Street	Alternate service available via Route 5 and Route 355
73*	Jackson Park, Downtown Seattle	All Day	Segment serving Shoreline eliminated; service terminates at NE 103 rd Street/Northgate Transit Center	Alternative service available via Routes 347 and 348 (transfer required at Northgate to continue downtown) and Routes 77 and 373 (peak only)
342	Shoreline P&R, Kenmore, Bothell, Bellevue, Renton	Peak	Service deleted in Shoreline and Renton	To reach Bellevue: Alternative service available via Route 331 (transfer required in Kenmore) To reach Renton: Alternative service available via Route 301 or 358 (transfer required in downtown Seattle)
ROUTE DELETED				
242	Ridgecrest, Overlake	Peak	Deleted	Alternative service available via Route 347 to Northgate, transfer required to multiple Metro and/or Sound Transit routes
243	Jackson Park, Lake City, Ravenna, Bellevue	Peak	Deleted	To reach Lake City: Alternative service available via Route 330 (requires ½ mile walk to NE 155 th Street) from P&R; transfer required at Lake City) To reach Bellevue: Alternative service available via Route 347 (transfer required at Northgate)
304	Richmond Beach, Downtown Seattle	Peak	Deleted	Alternative service available via Routes 331, 345 348 (transfer required at Aurora Ave N, 15 th Ave NE or Northgate to continue downtown). Other alternatives available: Routes 5, 316, 355
306	Bothell, Kenmore, Lake City, Downtown	Peak	Deleted	Alternative service available via Route 309, 312, 372 or Sound Transit Route 522
308	Lake Forest Park, Jackson Park, Downtown Seattle	Peak	Deleted	Alternative service available on Lake City Way via Route 309, 312, 372 or Sound Transit Route 522; Other alternatives available to downtown: Routes 64X (begins at NE 153 rd St), 77, 347 and 348 (transfer required at Northgate for 347 and 348)

*Route serves small sections of 145th Street only

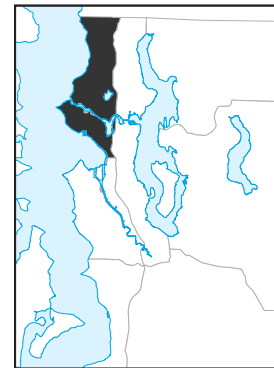
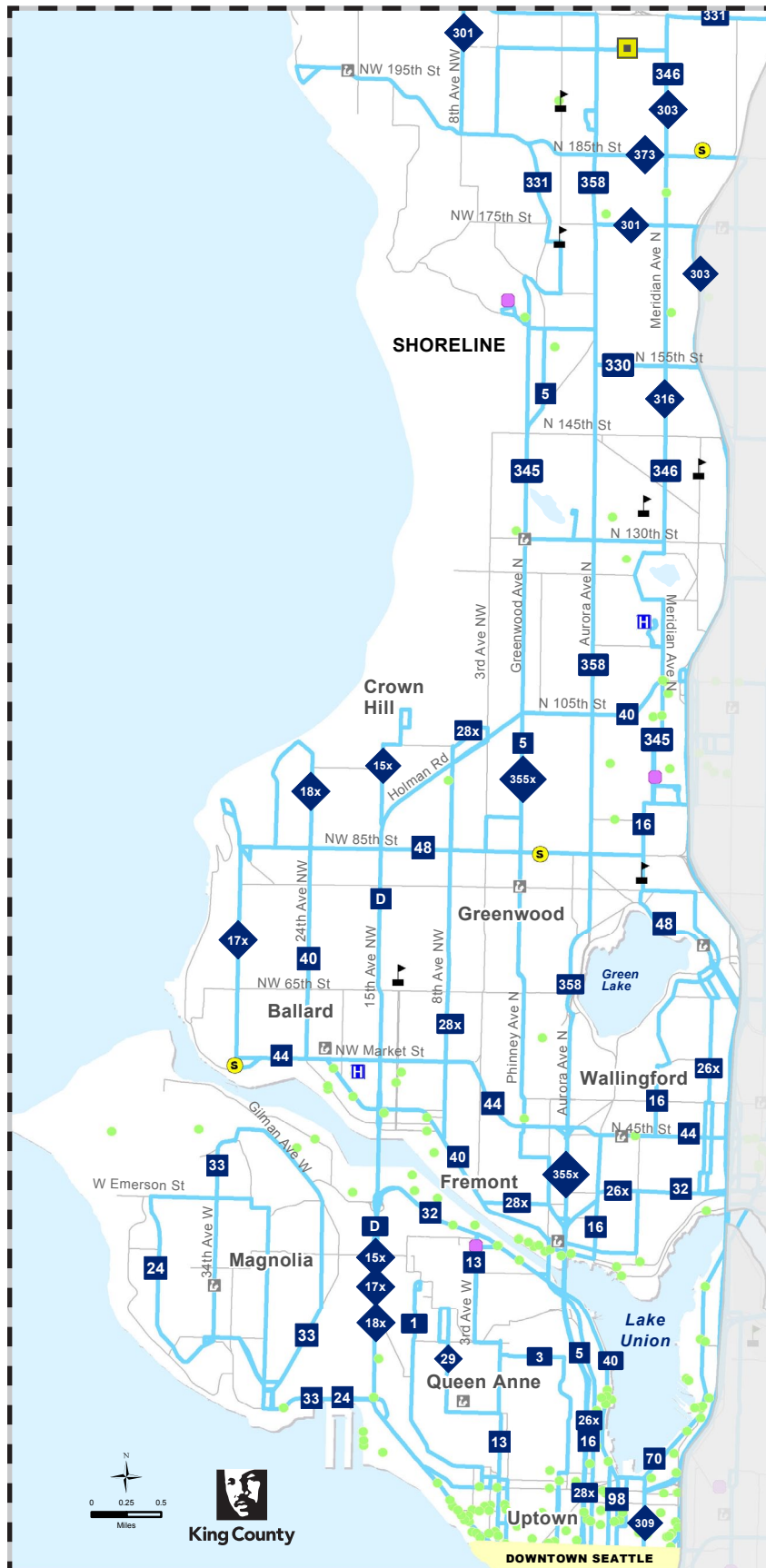
**Route serves Bothell Way NE/Lake City Way NE (SR 522)

Service Reduction Proposal: Northwest Seattle/North King County



Proposed network: Northwest Seattle/North King County

The future network if service reduction proposals are adopted



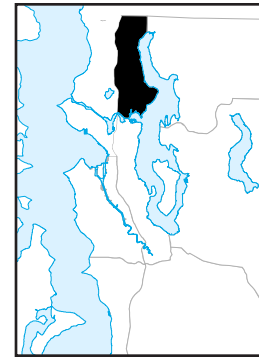
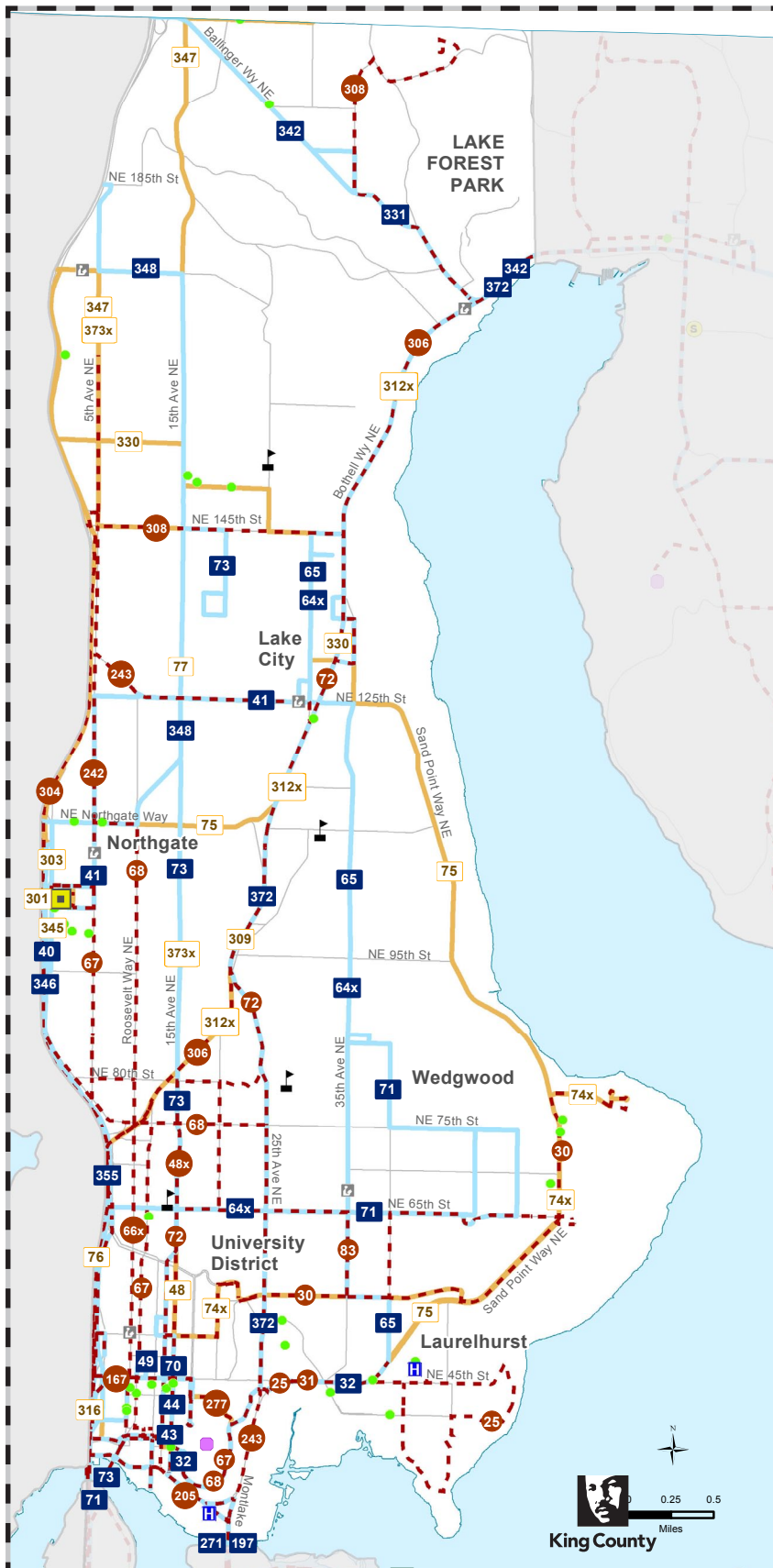
LEGEND

Metro Service

- Metro routes (all-day)
- Metro routes (peak-only)
- Transit Center
- Major employment sites
- High School
- Senior Center
- Library
- University/Community College
- Hospital

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Service Reduction Proposal: Northeast Seattle/North King County



LEGEND

Metro Service

- Deleted
- Reduced or revised
- Unchanged

 Transit Center

● Major employment sites

▲ High School

● University/Community College

● Senior Center

■ Library

■ Hospital

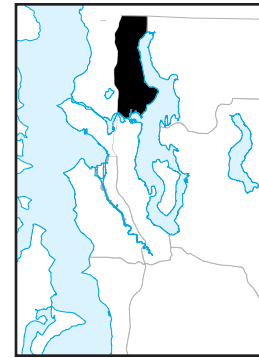
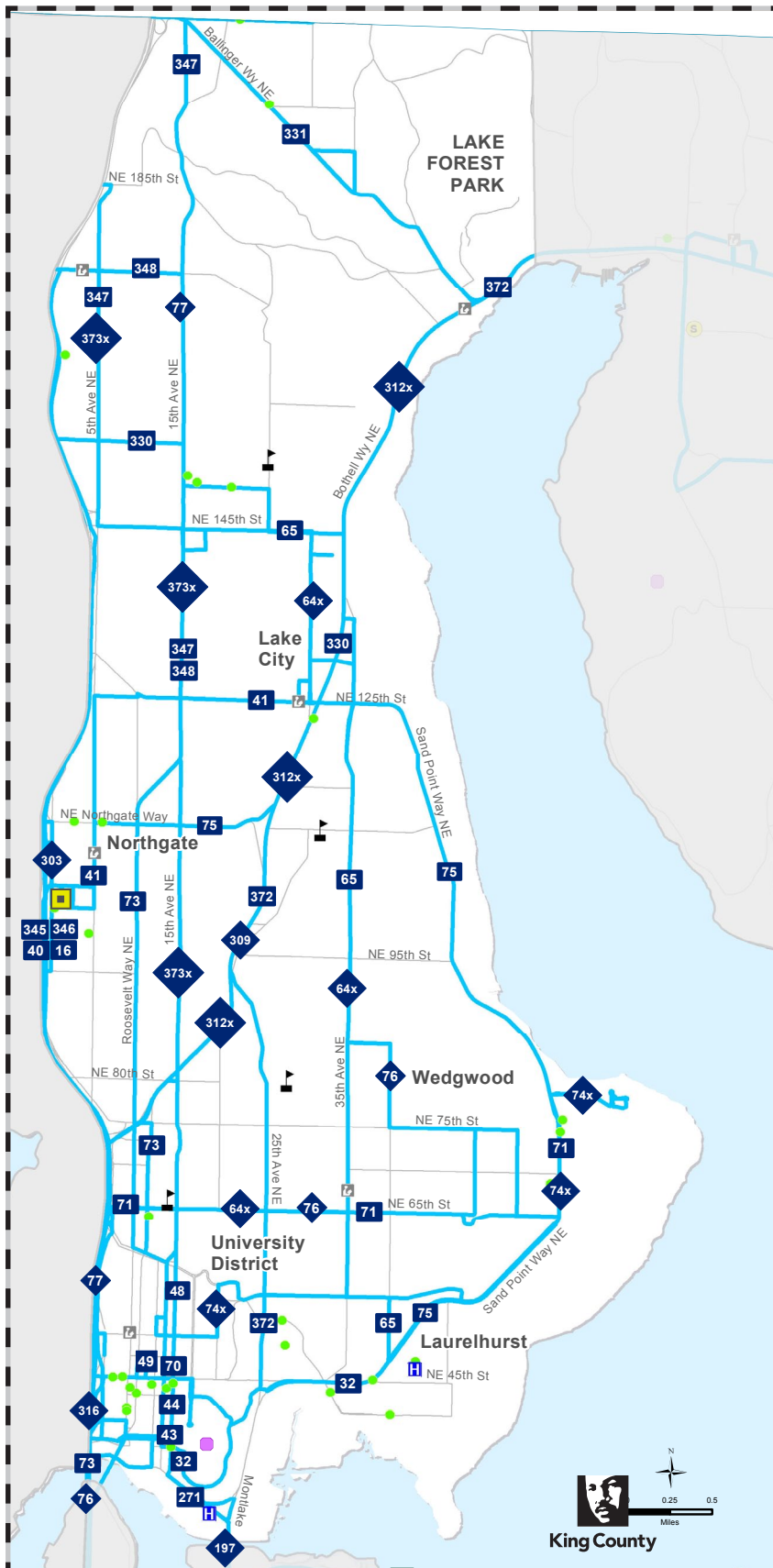
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CF: NESea_NKC.pdf

October 24, 2013

Proposed Network: Northeast Seattle/North King County

The future network if service reduction proposals are adopted



LEGEND

Metro Service

- 1 Metro routes (all-day)
- ◆ 1 Metro routes (peak-only)

- Transit Center
- Major employment sites
- ▲ High School
- University/Community College
- Senior Center
- Library
- Hospital

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ATTACHMENT F
SCA DRAFT GUIDING PRINCIPLES REGARDING METRO'S TRANSIT SERVICE CUT PROPOSAL

SCA supports the following guiding principles to inform Metro's Transit Service Cut Proposal:

1. Public Process Highlighted by Public Education and Engagement:
 - a. Clear and transparent process.
 - b. Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro's proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.
 - c. Robust public communications, including but not limited to: (1) Explanation of Metro's current financial situation and the circumstances that led thereto in a way that is clearly understandable to stakeholders, including the average commuter; (2) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (3) reporting on public engagement, including the effect of public input on proposed service cuts and (4) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.
 - d. Timing that makes sense given the speed of the decision-making process.
2. Service Cut Proposal and Sequencing/Phasing of Service Cuts:
 - a. Implement the Service Guidelines to the fullest extent practicable.
 - b. Transmit one service cut package to the King County Council for the for the full amount of service cuts that are necessary, recognizing that service cuts may be implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.
 - c. Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.
 - d. Ensure that service cuts throughout the county are done in a fair manner, and clearly demonstrated, recognizing the Service Guidelines' direction related to geographic and social equity needs throughout the entire county. Considerations of geographic equity are of particular importance to cities.
 - e. Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.
 - f. Consider partnerships with regional organizations, tribes, local jurisdictions, and the private sector that are willing to fully or partially fund transit service to lessen the impacts of cuts, including alternatives to traditional service.