

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Presentation by King County Councilmember Maggi Fimia
DEPARTMENT: City Manager
PRESENTED BY: Councilmember Maggi Fimia *LB (for)*

EXECUTIVE / COUNCIL SUMMARY

District 1 King County Councilmember Maggi Fimia has requested time on your Council's agenda to update you regarding County and District 1 issues and initiatives. She has also submitted the attached materials to provide you with background information for her presentation. Councilmember Fimia has listed the following topics for the presentation:

Transit:

(See Attachment A for background materials)

- Magnitude of cuts due to I-695
- Framework policies
- Allotment of service and alternatives
- HOV lanes
- Development moratorium

Youth Council Task Force:

(See Attachment B for Task Force Recommendations)

- History
- Membership and process
- Framework
- Inventory of existing programs

District 1 Grant Research and Writing Workshop

(See Attachment C for flyer announcement)

RECOMMENDATION

This item is informational. No Council action is requested at this time.

Approved By: City Manager *LB* City Attorney *N/A*

ATTACHMENTS

A: Transit Background Materials

B: Shoreline/Lake Forest Park Youth Council—Task Force Recommendations

C: Grant Writing/Research Workshop Flyer

Attachment A

Transit Background Materials

Framework for King County Metro Service Reductions

System Design and Purpose

The service network and supporting capital program shall continue to emphasize the **multi-centered, multi-destinational approach** called for in the adopted Six – Year Transit Development Plan. Service will continue to be organized around hubs – rail stations, transit centers, park and ride lots, and important transfer points - to maximize access and facilitate travel to and among important regional and local destinations. The system will rely on a variety of transit and alternative product services – vanpools, carpools, etc. – to maintain access to service for as many of our current customers as possible. System design will reflect a balance and integration of regional service needs and subarea-specific priorities.

Key Principles for the foundation of an effective King County Metro transit system

- **Coordinate, don't duplicate** – Seek efficiencies within the existing service network through additional consolidation efforts to improve capacity utilization. Coordinate the design and operation of transit services among the transit operators in the region - emphasizing service integration, elimination of duplicate service, and the application of alternative products.
- **Provide access to the system for the majority of those who are transit dependent** – The needs of every transit dependent rider who is using the current system cannot be met, but the system should be designed to meet the needs of as many as possible.
- **Maximize ridership through the provision of high quality, cost effective service** – Routes that carry more riders and generate more fare revenues, compared to their cost, should more often be preserved over those that are not as cost effective. Adequately finance programs contributing to rider safety, comfort, and convenience. Pursue capital program elements that improve operating efficiencies in order to expand the overall service investment.
- **Support growth management objectives** – Maintain those services added under the Six-Year Plan that best address growth and are showing relatively high use.
- **Pursue service alternatives that include financial partnership and the creative use of King County resources** – Allow flexibility in the financing and management of transit operations to maximize the cost effectiveness of services. Joint or complete

financing of services by other public or private entities should be considered as a method to stretch available King County resources.

Priorities for System Function and Type of Service

The base service network will have core, peak, and local service elements. Among these service elements, priority will be given first to core and peak services and second to local services. Span and frequency of service will vary depending on route-type (core, peak, local) and characteristics of the area served. Provision of weekday peak and midday services will receive a higher priority than night and weekend services. Depending on available resources, individual subareas will be able to reflect subarea-specific priorities through recommendations on the use of available service hours beyond the requirements of the base service network. Pursue the use of lower cost alternative services to provide options in areas or markets identified for complete bus service elimination.

- **Core services** operate frequently all day every day and connect riders to high activity centers and high-density residential areas. They are the backbone of the system, provide the most mobility for riders, and are King County's highest priority.
- **Peak period services** provide additional buses to meet demand and reduce congestion during the week when most travel occurs. King County's commitment to reduce congestion and improve air quality requires the retention of peak period services to meet travel demand.
- **Local services** generally provide additional mobility within communities that isn't already provided on our core network and connect people to the rest of the system. The retention of such services remains important. Satisfying core and peak service priorities will likely mean operating only those local routes with high ridership.



KING COUNTY
Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

February 23, 2000

Ordinance

Proposed No. 2000-0165.1

Sponsors Fimia

1 AN ORDINANCE relating to public transportation,
2 modifying the Six-Year Transit Development Plan by
3 establishing a framework for the reduction of King County
4 Metro transit services in the event lost motor vehicle excise
5 tax revenues are not replaced; and amending Ordinance
6 12060 by adding a new section to Exhibit A.

7
8
9 **PREAMBLE:**

10 For the purposes of effective public transportation planning, the King
11 County Council makes the following legislative findings:

12 1. In December of 1995, the King County Council adopted the "Six-Year
13 Transit Development Plan for 1996 to 2001," which was attached as
14 Exhibitt A to Ordinance 12060.

15 2. That plan has guided the reorientation of the transit system and the
16 expansion of transit services that have occurred from 1996 through 1999.

17 This new service and new service structure were intended to provide
18 better quality public transportation service to more people, more often,

than prior services, and began to address changes in growth patterns and travel behavior. The passage of Initiative 695 by the voters of the state of Washington on November 2, 1999, resulted in the elimination of motor vehicle excise tax revenues supporting public transit service in King County.

3. That loss of motor vehicle excise taxes is estimated to reduce local transit revenues by approximately fifty million dollars in 2000 and by over one hundred million annually beginning in 2001, without a known revenue replacement. The extent of this revenue reduction, approximately one-third of the 1999 transit operations budget, will necessitate a significant reduction in transit services provided by King County by the end of 2001.

4. It is necessary to amend the "Six-Year Transit Development Plan for 1996 to 2001" to provide policy direction about the priorities for the system and a framework for the reduction of current services if lost motor vehicle excise tax revenues are not replaced.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 12060, Exhibit A, is hereby amended by adding the following new section:

Section 8. Framework for King County Metro Transit Service Reduction
Resulting from the Passage of State Initiative 695.

Introduction. The Comprehensive Plan for Public Transportation, other sections of this Six-Year Plan and other policy statements that have been

developed in recent years assume that the potential exists for growth in the hours of transit service that can be provided. This Section 8 provides a framework for effecting reductions in service hours in the event motor vehicle excise tax revenues lost as a result of Initiative 695 are not replaced. In the event there is a need to reduce service hours, the provisions of this Section 8 shall control and supercede any conflicting or contrary provisions in other sections of this Six Year Plan and any other plans or policy statements.

A. System Design and Purpose. The service network and supporting capital program shall continue to emphasize the multi-centered, multi-destinational approach called for in this plan. Service will continue to be organized around hubs – rail stations, transit centers, park and ride lots, and important transfer points – to maximize access and facilitate travel to and among important regional and local destinations. The system will rely on a variety of transit and alternative product services – vanpools, carpools, etc. – to maintain access to service for as many of our current customers as possible. System design will reflect a balance and integration of regional service needs and subarea-specific priorities.

B. The following strategies incorporate key principles for the foundation of an effective King County Metro transit system, and shall apply to the reduction of transit services caused by the passage of Initiative 695.

Service Reduction Strategies:

Strategy SR-1. Coordinate, don't duplicate – Seek efficiencies within the existing service network through additional consolidation efforts to improve capacity

utilization. Coordinate the design and operation of transit services among the transit operators in the region - emphasizing service integration, elimination of duplicate service, and the application of alternative products.

Strategy SR-2. Provide access to the system for the majority of those who are transit dependent - The needs of every transit dependent rider who is using the current system cannot be met, but the system should be designed to meet the needs of as many as possible.

Strategy SR-3. Maximize ridership through the provision of high quality, cost effective service. Routes that carry more riders and generate more fare revenues, compared to their cost, should more often be preserved over those that are not as cost effective. Adequately finance programs contributing to rider safety, comfort, and convenience. Pursue capital program elements that improve operating efficiencies in order to expand the overall service investment.

Strategy SR-4. Support growth management objectives - Maintain those services added under the Six-Year Plan through September 1999 that best address growth and are showing relatively high use.

Strategy SR-5. Pursue service alternatives that include financial partnership and the creative use of King County resources - Allow flexibility in the financing and management of transit operations to maximize the cost effectiveness of services. Joint or complete financing of services by other public or private entities should be considered as a method to stretch available King County resources.

C. Priorities for System Function and Type of Service. The base service network will have core, peak, and local service elements. Among these service

elements, priority will be given first to core and peak services and second to local services. Span and frequency of service will vary depending on route-type (core, peak local) and characteristics of the area served. Provision of weekday peak and midday services will receive a higher priority than night and weekend services.

Depending on available resources, individual subareas will be able to reflect subarea-specific priorities through recommendations on the use of available service hours beyond the requirements of the base service network. Pursue the use of lower cost alternative services to provide options in areas or markets identified for complete bus service elimination.

The following service route-type priorities shall apply to service reductions:

1. Core services operate frequently all day every day and connect riders to high activity centers and high-density residential areas. They are the backbone of the system and provide the most travel options and mobility for riders.

2. Peak period services provide additional buses to meet demand and reduce congestion during the week when most travel occurs. King County's commitment to reduce congestion and improve air quality requires the retention of peak period services to meet travel demand.

3. Local services generally provide additional mobility within communities beyond what is provided on our core network and connect people to the rest of the system. The retention of such services remains important.

Satisfying core and peak service priorities will likely mean operating only those local routes with high ridership.

D. Allocation Methodology. There shall be established by the

Metropolitan King County Council a service allocation methodology whereby the amount of transit service to be made available in each geographic area of the county – following the reduction – is identified or can be calculated on the basis of a described formula or method.

SECTION 2. Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

ATTEST:

APPROVED this ____ day of _____, _____.

Attachments None

Transportation Legislative Brief

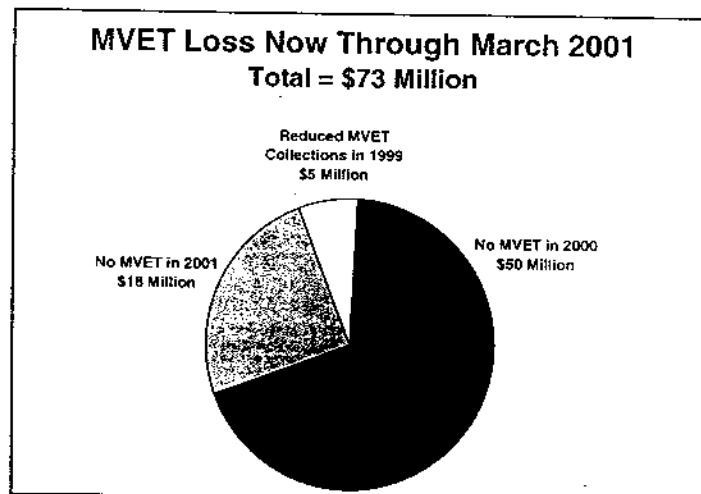
A report from King County Department of Transportation on I-695 Impacts

No. 1, February 3, 2000

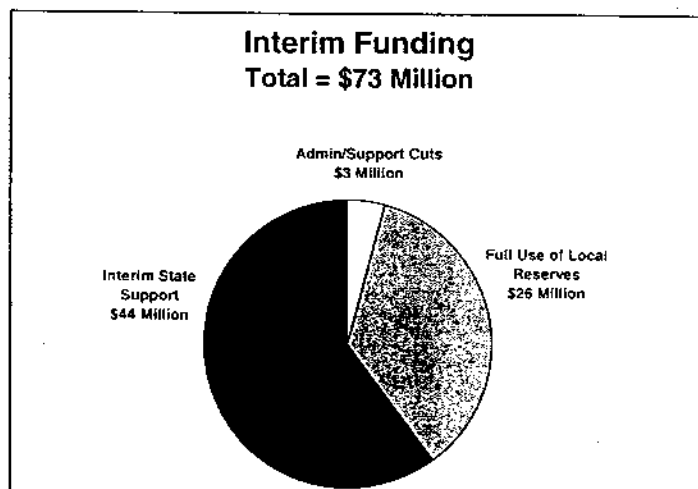
Restoring King County Metro's lost service by March 2001

King County will lose \$106 million a year Motor Vehicle Excise Tax (MVET) funding, including **\$73 million** in the period from late 1999 to March of 2001.

- Reduced MVET collections in 1999 stem from citizens who waited to buy automobiles until after Initiative 695 took effect.
- March 2001 is the earliest date by which revenues could be restored to King County under any measure approved by voters in November 2000.



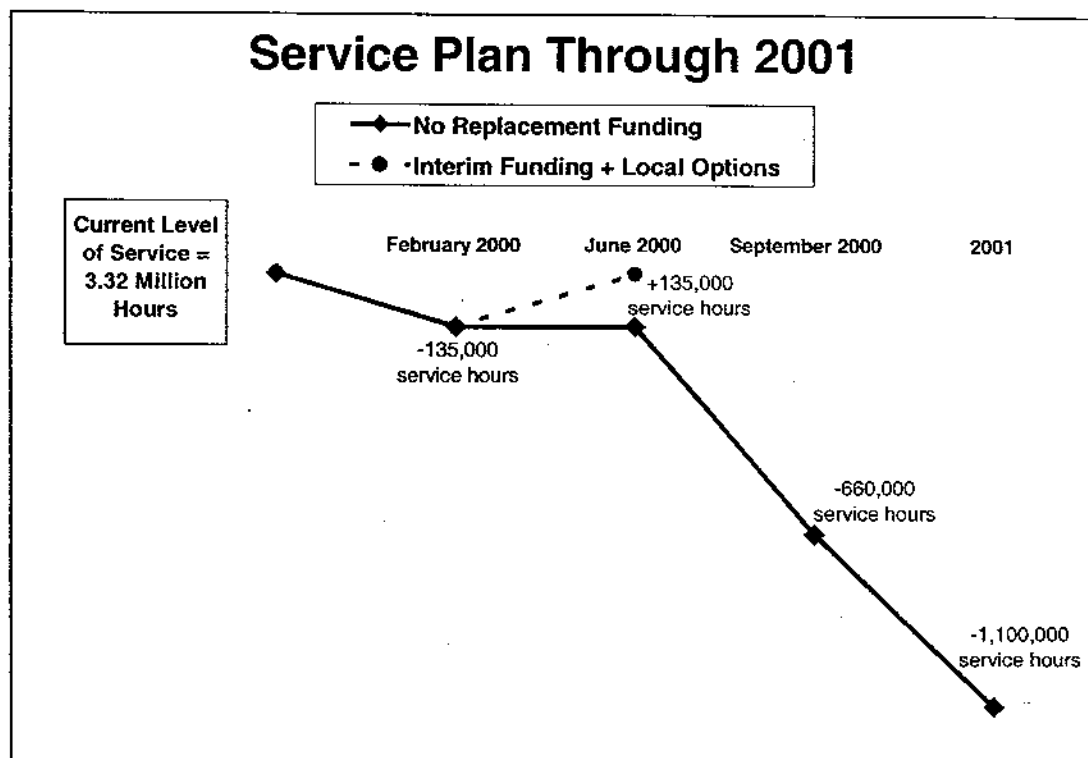
To make up the \$73 million loss, King County has cut \$3 million in administrative expenses and will spend all of our unrestricted reserves of \$26 million, **but will still need \$44 million of interim funding from the State Legislature.**



What King County is doing between now and March 2001

By 2001 Metro must cut bus service by 1.1 million service hours — or one-third of current service levels — if no replacement funding is approved first by the Legislature and then by the voters. Cuts this year would amount to about 20 percent, or 660,000 annual service hours. An additional 13 percent, or 440,000 annual service hours, would come in 2001.

King County's adopted 2000 budget already calls for a cut of \$29 million in transit operating spending, including a \$3 million cut in administration. The budget also defers \$100 million in spending for the capital facilities and equipment needed to support our service.



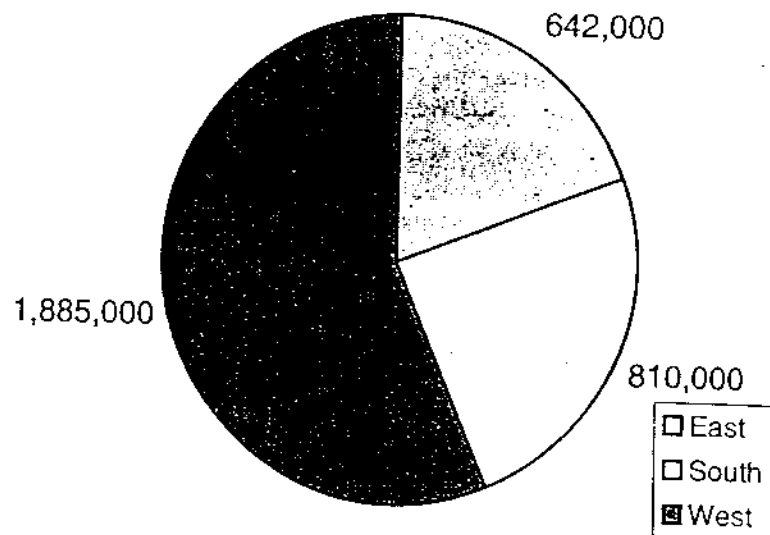
Notes on the chart: The Feb. 5 service cut was scaled back following release of Governor Locke's supplemental budget request. Restoring this initial service reduction in June 2000 would cost about \$7.5 million.

How Big is 1.05 Million Hours?

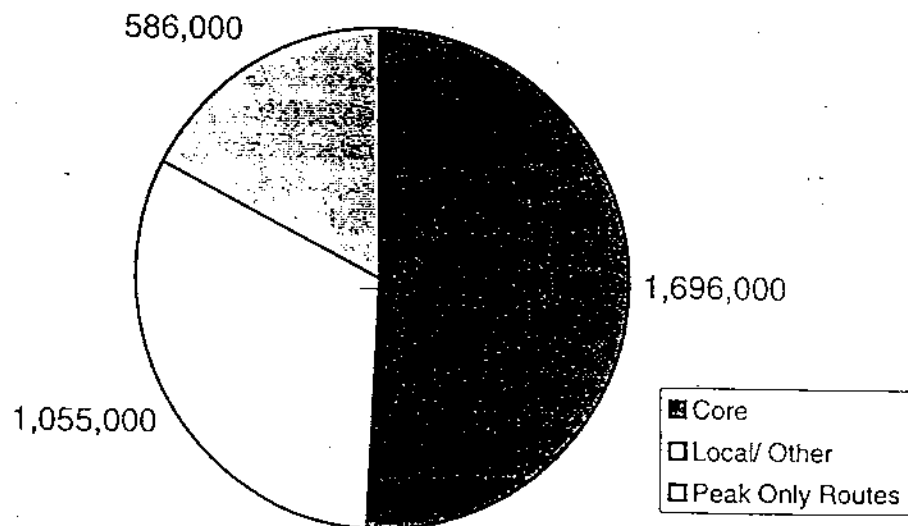
Platform Hours by Time of Day

Day	Period	1999 Platform Hours
Monday - Friday	Peak	1,630,000
	Midday	795,000
	Night	355,000
Saturday	All Day	300,000
Sunday	All Day	260,000
Total		3.3 M

How Big Is 1.05 Million Hours?



Total Hours per Subarea



Total Hours by Type of Service

METROPOLITAN KING COUNTY COUNCIL
Regional Transit Committee

Subcommittee on Transit Revenue Alternatives
February 8, 2000

How much of the I-695 revenue loss could be offset by a fare increase?

The following tables show the revenue and ridership impacts of two possible fare increase scenarios. A \$0.25 increase in cash fares, with corresponding pass price increases, would permit restoration of 100,000 service hours, out of a total 1.2 million hour cut. A \$0.50 increase would restore 200,000 service hours.

Last fall, prior to the passage of I-695, a KCDOT survey asked regular transit riders to choose between a 40% fare increase and service reductions on the routes they rode most often. A majority (58%) supported the fare increase. A summary of that survey is attached.

**NET RIDERSHIP AND REVENUE IMPACTS OF SERVICE
REDUCTIONS AND FARE INCREASES**

		Fare Scenarios	
	I-695 Service Cut	\$0.25 Increase	\$0.50 Increase
Service Hours	-1,200,000	100,000	200,000
Rider Revenue	-\$12,800,000	\$9,000,000	\$16,400,000
Ridership	-16,500,000	-900,000	-1,700,000

Note: Estimates of ridership and revenue impacts are less reliable the larger the proposed fare increase.

The "\$0.25 Increase Fare Structure:

Adult Cash		Adult Pass		Other	
One-Zone Peak	\$1.50	One-Zone Peak	\$54.00	Youth Cash	\$1.00
One-Zone Off Peak	\$1.25	One-Zone Off Peak	\$45.00	Youth Pass	\$36.00
Two-Zone Peak	\$2.00	Two-Zone Peak	\$72.00	Senior Cash	\$0.50
Two-Zone Off Peak	\$1.25	Two-Zone Off Peak	\$45.00	Senior Pass	\$7.50
				All Day Pass	\$2.50

The "\$0.50 Increase Fare Structure:

Adult Cash		Adult Pass		Other	
One-Zone Peak	\$1.75	One-Zone Peak	\$63.00	Youth Cash	\$1.00
One-Zone Off Peak	\$1.50	One-Zone Off Peak	\$54.00	Youth Pass	\$36.00
Two-Zone Peak	\$2.25	Two-Zone Peak	\$90.00	Senior Cash	\$0.50
Two-Zone Off Peak	\$1.50	Two-Zone Off Peak	\$54.00	Senior Pass	\$7.50
				All Day Pass	\$3.00

- 1) Revenue from U-Pass and the Ride Free Area adjust in proportion to the adult cash one zone peak fare.
- 2) Fare scenarios show "net" increases and decreases with assumptions about the cost and rides per service hour.

Should King County Metro Transit Set Higher Fares for Premium Service?

In a 1996 fare policy discussion the RTC considered the alternative of charging a premium fare for premium service. Since then, Sound Transit has begun it's Regional Express, charging a premium fare for service that features more comfortable buses operating in major corridors with few stops. Some Metro service is designated "Express" and other routes function as express service, both in the peak and at other times. A shift from Metro's current peak-period surcharge to a surcharge for premium service might increase revenues, depending upon how premium service is defined and amount of the fare surcharge.

If premium service is defined as express service it would include much of the "peak overlay" which is that service added to the all day core network to reduce congestion and accommodate higher peak demand. It could also include all day service that functions like express.

Thus, a regular Route 5 trip during the peak would cost no more than in the off-peak but a 5 Express would be subject to the fare surcharge as would any peak-only route. A Route 130 Express would have a premium fare even on its mid-day trips.

The current peak surcharge is designed to capture at least a portion of the additional capital and operating costs of the peak service overlay. Substituting a premium fare would result in more precisely targeting that surcharge to the added service which generates the need for additional buses, base capacity, and part-time transit operators. It would also allow the surcharge to apply to non-peak express-type service. Research has shown that peak period ridership is less elastic than off-peak, meaning that peak riders are not as likely to alter their travel patterns in response to a change in fares. This is due to the higher average income of peak riders but also to the costs that they avoid by using the bus, including parking fees or the purchase of a second vehicle.

Should the Paratransit Fares be Increased?

King County's ACCESS van service (for persons with disabilities that prevent them from using regular bus service) goes beyond the requirements of the 1990 Americans with Disabilities Act (ADA). Last year, the RTC approved a policy calling for paratransit fares to increase in stages over six years to equal regular fixed-route fares. In November, the council decided not to raise fares at that time due to uncertainty about the effect of I-695 and questions about the revised ridership projections. If fares were increased according to that phasing schedule, the ACCESS fare would be \$1.00 by 2003. This, coupled with operational changes already approved by the RTC and the council, would reduce projected the 2003 ACCESS Program budget from \$35.1M to \$22.3M. Without the fare increase, the 2003 budget would be \$25.4 M.

METROPOLITAN KING COUNTY COUNCIL
Regional Transit Committee

Subcommittee on Transit Revenue Alternatives
February 8, 2000

Could new local taxes or user fees replace the lost transit revenues?

Local Option Transit Tax

King County currently collects the maximum allowable local option transit sales tax: six-tenths of one percent. A bill in the legislature would authorize the county to seek voter approval for a higher sales tax to support transit. If House Bill 3074 (attached) is enacted and signed by the governor, the King County Council would have to decide whether to submit a sales tax increase proposal to the voters. KCDOT estimates that an increase of three-tenths of one percent would be necessary to replace the \$100 million annual revenue lost as a result of I-695. If voters approved the measure in November 2000, Metro Transit would likely begin receiving the revenues in March 2001.

Park & Ride Lot User Fees

King County has begun a park & ride lot expansion program to add structured parking at nine existing lots. Analysis conducted in conjunction with an earlier (1997) park & ride lot expansion proposal indicated that a majority of users would be willing to pay a small fee for the added capacity and security of structured parking with on-site personnel. That 1997 private sector proposal included a \$0.75 user fee with \$0.25 increases every three years. It was expected that user fees at this level would cover lot operation and maintenance, but not construction costs.

METROPOLITAN KING COUNTY COUNCIL

Regional Transit Committee

Subcommittee on Transit Revenue Alternatives
February 8, 2000

Could Metro and cities or businesses jointly fund some routes?

Metro has three categories of service:

- Core Routes that provide all day, every day connections to major activity centers and high-density residential areas
- Peak-Period Routes provide extra service during the morning and evening commute periods and reduce traffic congestion
- Local Routes supplement the core routes providing mobility within communities.

If service must be reduced in response to I-695 revenue losses, less-productive local routes might be cut to preserve more of the core and peak network. Cities or businesses that value individual routes might be willing and able to bear a portion of the operating costs. There are several precedents for such an arrangement:

Community Shuttles

A number of van routes focused upon commercial areas are currently supported by cities. Originally grant funded with the cities providing the local matching funds, some have continued to operate with a mix of Metro and city operating funds. Where the city wishes to keep these routes fare-free the city reimburses Metro for the lost farebox revenue. Examples of these services are the #110 (the Renton Rush) and the #914/916 (the Kent Shopper Shuttle). The #200 in Issaquah also began as a grant funded shuttle but has become a regular Metro route with the city providing only reimbursement for the lost farebox revenue due to the free fare.

School Service

Both the Lake Washington and Bellevue School Districts have student transit agreements with Metro. The district purchases passes for its students who use both regular Metro routes and custom routes funded 100% by the districts.

Custom Bus Service

The provision of custom bus service began in 1979. Riders pay a premium fare for customized express service. The service targets commuters and students who commute between the same geographic area and schools or employment centers. King County Metro Transit's custom bus routes currently serve employment sites, schools and hospitals.

An average of 27 custom bus routes (list attached) were in operation during 1998. These routes generated 434,298 annual passenger trips and \$1,142,815 in revenue with marginal cost of \$1,783,938. Metro establishes fares for customized bus service to recover at least 80 percent of the marginal operating cost. Metro reviews all routes and works with those falling below revenue requirements to increase pass purchases or carry out a rider recruitment effort.

TOP-LINE DATA FROM THE KING COUNTY DEPARTMENT OF TRANSPORTATION REVENUE IMPACT SURVEY

PURPOSE AND METHODOLOGY

The King County Department of Transportation (KCDOT) may see a major reduction in revenue starting in 2000. Planning for such an impact needs to be undertaken far in advance and needs to take into account the public's priorities regarding transit and roads. It is also important to understand the transportation choices that transit riders will make if Metro increases bus fares or reduces bus service. As part of a process to gather the public's input, KCDOT hired the Northwest Research Group to conduct telephone interviews with 809 randomly selected King County residents age 16 and older. The sample was stratified so that about half of the respondents were "regular riders" (they took 5 or more one-way Metro trips in the past month), and about half were "non-riders" (0 to 4 trips). Interviewing occurred between September 22 and October 7, 1999. Following are the key findings from the survey.

KEY FINDINGS

- Given a choice between a 40% transit fare increase and service reductions on the routes they take most often, most regular riders would choose the fare increase.
- If transit service were to be reduced, the top priority among regular riders (and the public as a whole) would be to preserve rush hour service.
- The top priority for roads among respondents would be to emphasize maintenance rather than either new construction to reduce congestion or new safety features, such as sidewalks and traffic lights.

TRANSIT

Fare Increases. If fares were to increase an average of 40 percent, most regular riders (70%) said they would continue to ride Metro as often as they do now; 23% said they would ride less often. One in ten regular riders (10%) said they would drive instead of taking Metro for at least some trips. Many regular riders said that the fare increase would be either a "major problem" (19%) or "somewhat of a problem" (39%). Based upon the responses, the estimated reduction in Metro trips among all regular riders would be about 15%.

Reducing Frequency of Routes. Regular riders were asked what they would do if buses were to come only half as frequently on the route they take most often and they would have to catch the bus either earlier or later than usual. About half of the regular riders (54%) said they would continue to ride the route as often as they do now; 42% said they would ride less often. About one in six (17%) said they would drive instead of taking Metro for at least some trips. Most regular riders said that the reduced frequency would

be either a "major problem" (37%) or "somewhat of a problem" (42%). Based upon the responses, the estimated reduction in trips by regular riders would be about 27% on the routes they take most often.

Eliminating Routes. Regular riders were asked what they would do if the route they take most often were eliminated. About half (52%) said they would take another route, but 29% said they would drive instead for at least some trips. More than half (57%) said that eliminating the route would be a "major problem," and 30% said it would be "somewhat of a problem."

Fare Increases vs. Service Reductions. When given a choice of a 40 percent fare increase or service reductions on the route they take most often, many regular riders (58%) chose the fare increase. Many fewer chose reducing the frequency of their route by a half (30%) or eliminating their route (7%). When given the same choice with a 60 percent fare increase, fewer chose the fare increase (34%), while 48% chose to reduce frequency on their usual route.

Service Reduction Priorities. All respondents were asked to choose among three service reduction scenarios. Preserving rush hour service was chosen as the top priority more than either preserving routes that are heavily used or preserving some levels of service in all areas.

- About half (48%) of the county-wide sample (which reflects the actual populations of riders and non-riders in the county) and 54% of the regular riders chose *preserving rush hour service*. (This was described as keeping current levels of rush hour service but greatly reducing service at other times.) Many of the respondents who did not chose to preserve rush hour service as their first choice made it their second choice (30% of all county-wide respondents, and 25% of all regular riders).
- Fewer respondents (27% county-wide, and 22% of regular riders) chose *preserving routes that are heavily used* (which was described as eliminating routes that are not heavily used and leaving some areas without bus service).
- About one respondent in five (21% and 20%) chose *preserving some levels of service in all areas* (which was described as keeping all the current routes but having the buses come much less often during all times of the day).

ROADS

Priorities for Roads. When asked to choose among three scenarios regarding reduced funding for roads, half of the county-wide sample (51%) said it is most important to place emphasis on maintenance. About one quarter (24%) would like to see emphasis on new construction to reduce congestion, and 21% would like to see emphasis on new safety features, such as sidewalks and traffic lights. Among those who did not choose new construction, 16% said it would be a major problem if the roads they use on a daily basis are the ones that would have no new construction to reduce congestion; an additional 36% said it would be somewhat of a problem.

HOUSE BILL 3074

State of Washington

56th Legislature

2000 Regular Session

By Representatives Fisher, Edwards, Cooper, Radcliff, Murray,
Mitchell, O'Brien and McIntire

Read first time 01/27/2000. Referred to Committee on Transportation.

1 AN ACT Relating to local transportation taxes; and amending RCW
2 82.14.045.

3

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5

6 **Sec. 1.** RCW 82.14.045 and 1998 c 321 s 7 (Referendum Bill No. 49)
7 are each amended to read as follows:

8 (1) The legislative body of any city pursuant to RCW 35.92.060, of
9 any county which has created an unincorporated transportation benefit
10 area pursuant to RCW 36.57.100 and 36.57.110, of any public
11 transportation benefit area pursuant to RCW 36.57A.080 and 36.57A.090,
12 of any county transportation authority established pursuant to chapter
13 36.57 RCW, and of any metropolitan municipal corporation within a
14 county with a population of one million or more pursuant to chapter
15 35.58 RCW, may, by resolution or ordinance for the sole purpose of
16 providing funds for the operation, maintenance, or capital needs of
17 public transportation systems and in lieu of the excise taxes
18 authorized by RCW 35.95.040, submit an authorizing proposition to the
19 voters or include such authorization in a proposition to perform the
20 function of public transportation and if approved by a majority of
21 persons voting thereon, fix and impose a sales and use tax in

1 accordance with the terms of this chapter: PROVIDED, That no such
2 legislative body shall impose such a sales and use tax without
3 submitting such an authorizing proposition to the voters and obtaining
4 the approval of a majority of persons voting thereon: PROVIDED
5 FURTHER, That where such a proposition is submitted by a county on
6 behalf of an unincorporated transportation benefit area, it shall be
7 voted upon by the voters residing within the boundaries of such
8 unincorporated transportation benefit area and, if approved, the sales
9 and use tax shall be imposed only within such area. Notwithstanding
10 any provisions of this section to the contrary, any county in which a
11 county public transportation plan has been adopted pursuant to RCW
12 36.57.070 and the voters of such county have authorized the imposition
13 of a sales and use tax pursuant to the provisions of section 10,
14 chapter 167, Laws of 1974 ex. sess., prior to July 1, 1975, shall be
15 authorized to fix and impose a sales and use tax as provided in this
16 section at not to exceed the rate so authorized without additional
17 approval of the voters of such county as otherwise required by this
18 section.

19 The tax authorized pursuant to this section shall be in addition
20 to the tax authorized by RCW 82.14.030 and shall be collected from
21 those persons who are taxable by the state pursuant to chapters 82.08
22 and 82.12 RCW upon the occurrence of any taxable event within such
23 city, public transportation benefit area, county, or metropolitan
24 municipal corporation as the case may be. The rate of such tax shall
25 be levied in increments of not less than one-tenth(~~(, two-tenths,~~
26 ~~three-tenths, four-tenths, five-tenths, or six-tenths)~~) of one percent
27 of the selling price (in the case of a sales tax) or value of the
28 article used (in the case of a use tax). The rate of such tax shall
29 not exceed the rate authorized by the voters unless such increase
30 shall be similarly approved.

31 (2)(a) In the event a metropolitan municipal corporation shall
32 impose a sales and use tax pursuant to this chapter no city, county
33 which has created an unincorporated transportation benefit area,
34 public transportation benefit area authority, or county transportation
35 authority wholly within such metropolitan municipal corporation shall
36 be empowered to levy and/or collect taxes pursuant to RCW 35.58.273,
37 35.95.040, and/or 82.14.045, but nothing herein shall prevent such
38 city or county from imposing sales and use taxes pursuant to any other
39 authorization.

1 (b) In the event a county transportation authority shall impose a
2 sales and use tax pursuant to this section, no city, county which has
3 created an unincorporated transportation benefit area, public
4 transportation benefit area, or metropolitan municipal corporation,
5 located within the territory of the authority, shall be empowered to
6 levy or collect taxes pursuant to RCW 35.58.273, 35.95.040, or
7 82.14.045.

8 (c) In the event a public transportation benefit area shall impose
9 a sales and use tax pursuant to this section, no city, county which
10 has created an unincorporated transportation benefit area, or
11 metropolitan municipal corporation, located wholly or partly within
12 the territory of the public transportation benefit area, shall be
13 empowered to levy or collect taxes pursuant to RCW 35.58.273,
14 35.95.040, or 82.14.045.

15 (3) Any local sales and use tax revenue collected pursuant to this
16 section by any city or by any county for transportation purposes
17 pursuant to RCW 36.57.100 and 36.57.110 shall not be counted as
18 locally generated tax revenues for the purposes of apportionment and
19 distribution, in the manner prescribed by chapter 82.44 RCW, of the
20 proceeds of the motor vehicle excise tax authorized pursuant to RCW
21 35.58.273, except that the local sales and use tax revenue collected
22 under this section by a city with a population greater than sixty
23 thousand that as of January 1, 1998, owns and operates a municipal
24 public transportation system shall be counted as locally generated tax
25 revenues for the purposes of apportionment and distribution, in the
26 manner prescribed by chapter 82.44 RCW, of the proceeds of the motor
27 vehicle excise tax authorized under RCW 35.58.273 as follows:

28 (a) For fiscal year 2000, revenues collected under this section
29 shall be counted as locally generated tax revenues for up to 25
30 percent of the tax collected under RCW 35.58.273;

31 (b) For fiscal year 2001, revenues collected under this section
32 shall be counted as locally generated tax revenues for up to 50
33 percent of the tax collected under RCW 35.58.273;

34 (c) For fiscal year 2002, revenues collected under this section
35 shall be counted as locally generated tax revenues for up to 75
36 percent of the tax collected under RCW 35.58.273; and

1 (d) For fiscal year 2003 and thereafter, revenues collected under
2 this section shall be counted as locally generated tax revenues for up
3 to 100 percent of the tax collected under RCW 35.58.273.
4

--- END ---

Route	Pass Price/		Communities Served	Destination	Employer/School	Base	Trips AM/PM	Start Date
	Cash	Fare						
949	\$99	\$2.75	S. Federal Way/Kent-Des Moines	Everett	Boeing	South	2	Sep-94
950	\$81	\$2.25	University District/N. Seattle(NE 145)	Everett	Boeing	South		
	\$99	\$2.75	W. Seattle/Downtown Seattle	Everett	Boeing	Central	2	Jan-93
951	\$81	\$2.25	University District, N. Seattle (NE 145)	Everett	Boeing	Central		
	\$81	\$2.25	Capitol Hill/Green Lake/N. Seattle	Everett	Boeing	North	2 Rev. 1/93	
952	\$99	\$2.75	Auburn/Kent/Renton Boeing Lot 6	Everett	Boeing	South	8	Jan-93
952	\$81	\$2.25	Kennydale/Newprt Hills/Bellevue/Kirkland	Everett	Boeing	South		
955	\$63	\$1.75	Madrona/MadisonPK/Montlake/Laurhust	Wedgewood	University Prep.	Central	2	Sep-87
956	\$63	\$1.75	Mercer Island/Bellevue/S. Kirkland	Wedgewood	University Prep	East	2	Feb-96
960	\$54	\$1.50	Laurelhurst/N. Capitol Hill	Queen Anne	Seattle Country Day	Central	2	Sep-99
965	\$81	\$2.25	BearCreek/Overlake/Kirkland/Kingsgate	Everett	Boeing	Bellevue	4	Nov-79
967	\$63	\$1.75	Bellevue/S. Kirkland/Montlake	Burien	Hamlin Robinson	East	2	Feb-91
970	\$63	\$1.75	Auburn/Algona	Renton	Boeing/Kentworth	South	2	Feb-98
976	\$54	\$1.50	Magnolia/Ballard	North Seattle	Blanchet/Univ. Prep	Central	2	Sep-93
979	\$54	\$1.50	Redmond/Issaquah Pine Lake Plateau	Bellevue	Forest Ridgo School	Bellevue	2	Sep-95
983	\$63	\$1.75	Seward PK/Mount Baker/Mercer Is.	Bellevue	Jewish Day/Yeshiva	Central	2	8/29/88
984	\$63	1.75	Ravenna/Montlake	Bellevue	Jewish Day Sch.	Central	2	8/29/88
985	\$60	\$1.75	University District (summer only)	Queen Anne	Pacific NW Ballet	Central	2	Jul-95
986	\$63	\$1.75	S. Kirkland/Evergreen Pt/ Montlake	N. Seattle	Lakeside	East	2	Sep-83
987	\$63	\$1.75	Rainier Beach/Mt. Baker/Leschi	N.Seattle	Lakeside	Central	2	Sep-97
988	\$54	\$1.50	Madrona/Madison Pk/Capitol Hill	N. Seattle	Lakeside	East	2	Sep-84
989	\$63	\$1.75	Eastgate/Bellevue/Mercer Island	N.Seattle	Lakeside	East	2	Sep-84
994	\$63	\$1.75	Queen Anne/Magnolia/Ballard	N. Seattle	Lakeside	Central	2	Sep-99
995	\$54	\$1.50	Laurelhurst/Viewridge/Wedgewood	N. Seattle	Lakeside/Evergreen	North	2	Sep-87
996	\$54	\$1.50	Seward Park/Genesee	Capitol Hill	Seattle Hebrew	Central	2	Sep-87
997	\$54	\$1.50	Madison Pk/Bellevue/Kirkland/Redmond	Redmond	Overlake School	East	2	Sep-92
998	\$54	\$1.50	Mercer Is/Eastgate/Issaquah Pine Lk.	Redmond	Overlake School	East	2	9/8/92

rev 01/00

King County Metro Potential Service Reductions

What Should the System Look Like?

Framework for a Metro Base Service Network

Key Principles for the foundation of a King County Metro transit system.

- **Coordinate, Don't Duplicate** – Coordinate transit services, emphasizing integration and the elimination of duplicate service, particularly between Metro and Sound Transit Express service.
- **Provide Access to the system for those who are Transit Dependent** – The needs of every transit dependent rider who is using the current system will not be met, but the base system should be designed to meet the needs of most of them.
- **Provide Cost Effective Service** – Routes that carry more riders and generate more fare revenues, compared to their cost, should more often be preserved over those that are not as cost effective.
- **Support Growth Management Objectives** – King County will strive to maintain those services added under the Six-Year Plan that best address growth and are showing relatively high use.
- **Pursue Service Alternatives that Include Financial Partnership and the Creative Use of King County Resources** – Allow flexibility in the financing and management of transit operations to maximize productivity and flexibility. Private or public resources that are offered to meet additional needs should be considered as a method to stretch available King County resources. Additionally, services that may be more cost effective than traditional transit service should be considered as alternatives to service reduction.

System Design and Purpose

- The King County Metro bus system should maintain the **multi-centered, multi-destinational approach** consistent with the system moved to under the recently completed Six-Year Transit Development Plan. The bus system should provide a rider the ability to move throughout the system once a rider accesses it.

Priorities for System Function and Type of Service

- **Core Services** operate frequently all day every day and connect riders to high activity centers and high-density residential areas. They are the backbone of the system and provide the most mobility for riders and are King County's highest priority.
- **Peak Period Services** provide additional buses to meet demand and reduce congestion during the week when most travel occurs. King County's commitment to reduce congestion and improve air quality requires the retention of peak period services to meet travel demand.
- **Local Services** generally provide additional mobility within communities that isn't already provided on our core network and connect people to the rest of the system. The retention of such services remains important. Satisfying core and peak service priorities will likely mean that only those local routes with solid ridership would be what available resources would allow us to retain.

The 2002 Base Service Network

What is the Base Service Network?

The 2002 Base Service Network is a subset of services in the 2002 Example Network that would be considered the foundation of an effective transit system. Based on the following service assumptions this base network would require approximately two million annual service hours to provide.

Core Services

In the base service network, core services operate during the following days and times:

Day	West	East	South
M-F	5 a.m.- 10 p.m.	5 a.m. – 7 p.m.	5 a.m. – 7 p.m.
Sat	6 a.m. – 6 p.m.	6 a.m. – 6 p.m.	6 a.m. – 6 p.m.
Sun	8 a.m. – 6 p.m.	8 a.m. – 6 p.m.	8 a.m. – 6 p.m.

Frequent

There are a number of key routes in the core network that serve high activity destinations of regional significance that require a longer span of service, such as downtown urban centers, SeaTac International Airport, and some universities and community colleges. Operating these key routes for a longer period each day is also a part of the base service network.

Local Services

In the base service network local services that are most highly used operate during the following days and times:

Day	West (30 min. headway)	East (60 min. headway)	South (60 min. headway)
M-F	5 a.m. – 7 p.m.	5 a.m. – 7 p.m.	5 a.m. – 7 p.m.
Sat	6 a.m. – 6 p.m.	6 a.m. – 6 p.m.	6 a.m. – 6 p.m.
Sun	8 a.m. – 6 p.m.	8 a.m. – 6 p.m.	8 a.m. – 6 p.m.

Peak Period Services

As an overlay to the core and local service network, peak commuter services in the base network use an average of 80% of total seat capacity during the morning and afternoon peak periods.

Options for Additional Investment beyond the Base Network

Core Services

- Added service earlier or later than in the base network
- More frequent service (more trips) where ridership demand exists
- Retain some core route coverage into neighborhoods.

Peak Services

- More frequent service (more trips) to enhance service quality and reliability
- In some instances, where park and ride capacity is short, extension of peak period routes into neighborhoods
- In the south subarea, service to the new Federal Way Park and Ride to open in 2001

31

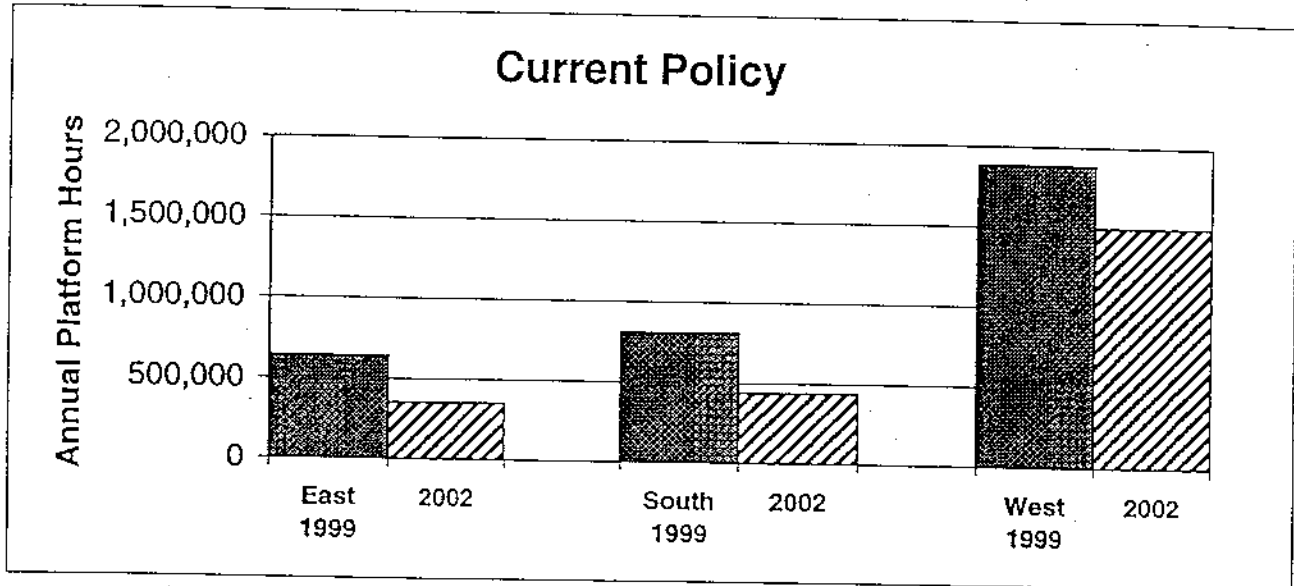
Local Services

- Retain neighborhood or downtown circulation service in some cities
- Restored geographic coverage in targeted growth areas of the county
- Restored service frequency (more trips)
- Restored service span

King County Metro Potential Service Reductions

How Should Service Be Allocated?

2002 Service Hours



King County Metro Service

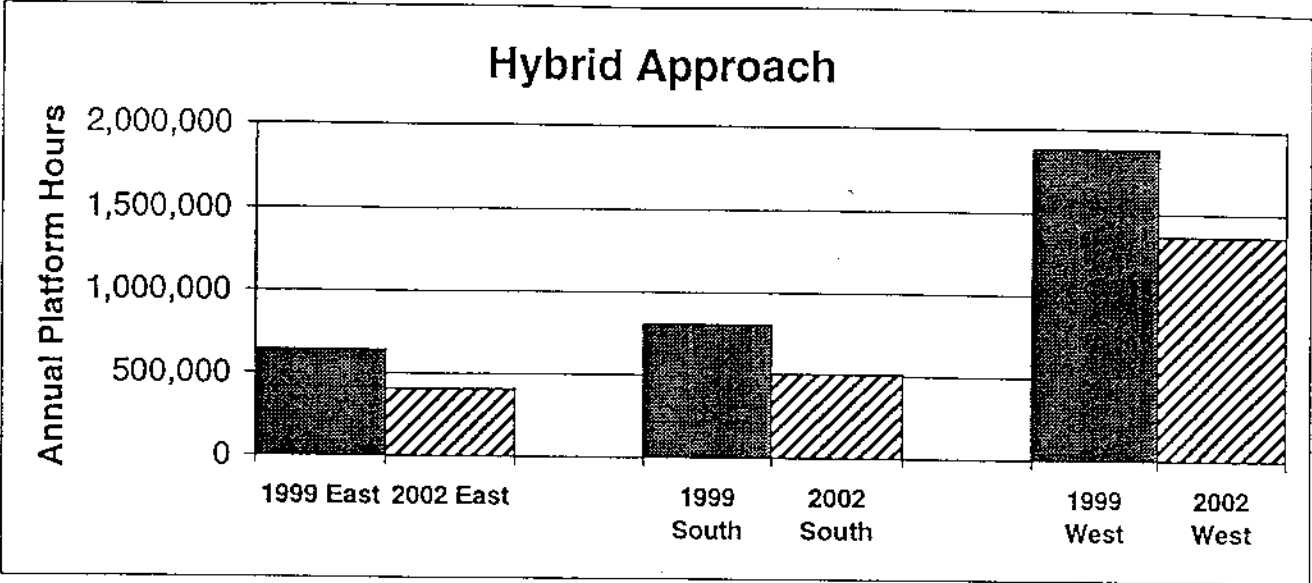
Percent of Service Compared to 1999

East 1999	2002	South 1999	2002	West 1999	2002
642,000	356,000	810,000	442,000	1,885,000	1,502,000
	55%		55%		80%

The **Current Policy** approach follows current transit financial program policy. This approach to service allocation requires that each subarea share in the total reduction of transit subsidy in proportion to their 2000 population (based on the PSRC adopted estimate). These proportions are:

East - 28%
 South - 36%
 West - 36%

2002 Service Hours



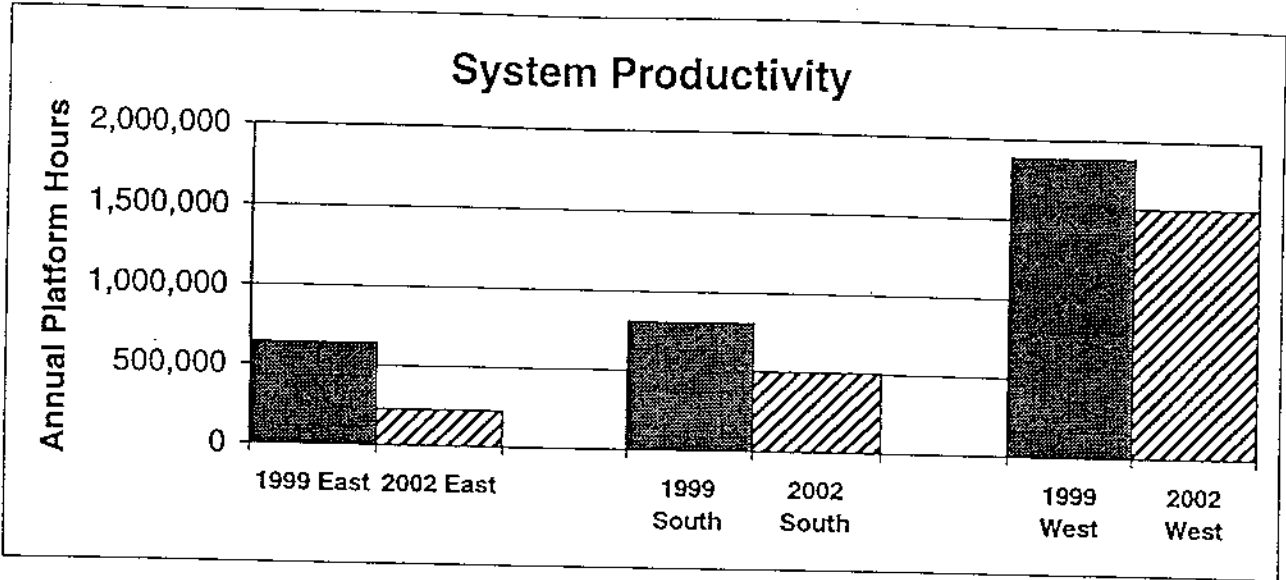
	1999 East	2002 East	1999 South	2002 South	1999 West	2002 West
King County Metro Service	642,000	406,000	810,000	511,000	1,885,000	1,363,000
Percent of Service Compared to 1999		63%		63%		72%

The **Hybrid** approach to service allocation is a two-step process in which the first 420,000 hours of transit subsidy is reduced in each subarea in proportion to their 2000 population (based on the PSRC adopted estimate). This is the total hours and proportions added during the recently completed Six-Year Plan implementation.

The remaining reduction is then shared by each subarea in proportion to the share of the total system that each subarea had in 1995, prior to Six-Year Plan implementation. In 1995, these proportions were:

- East - 18%
- South - 23%
- West - 59%

2002 Service Hours



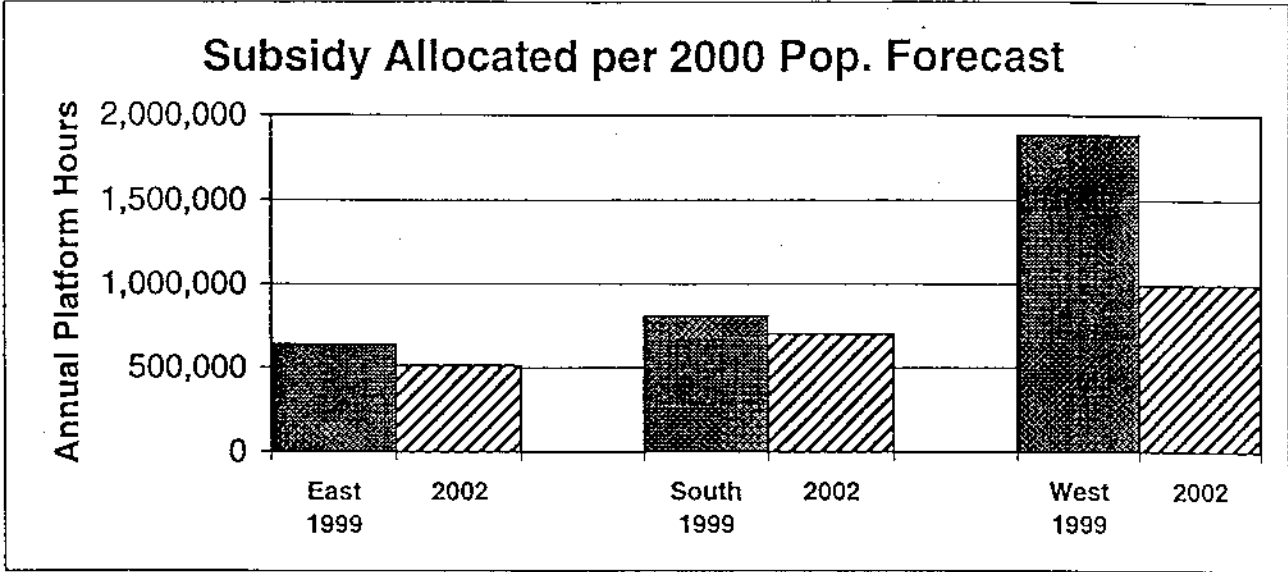
King County Metro Service

Percent of Service Compared to 1999

1999 East	2002 East	1999 South	2002 South	1999 West	2002 West
642,000	228,000	810,000	506,000	1,885,000	1,578,000
	36%		62%		84%

The **System Productivity** approach to service allocation reduces transit subsidy according to the productivity of each route in the entire system. Routes are ordered from highest to lowest riders per platform hour, and those at the bottom are eliminated. The resulting subarea share in the total reduction is calculated based upon those routes that are eliminated.

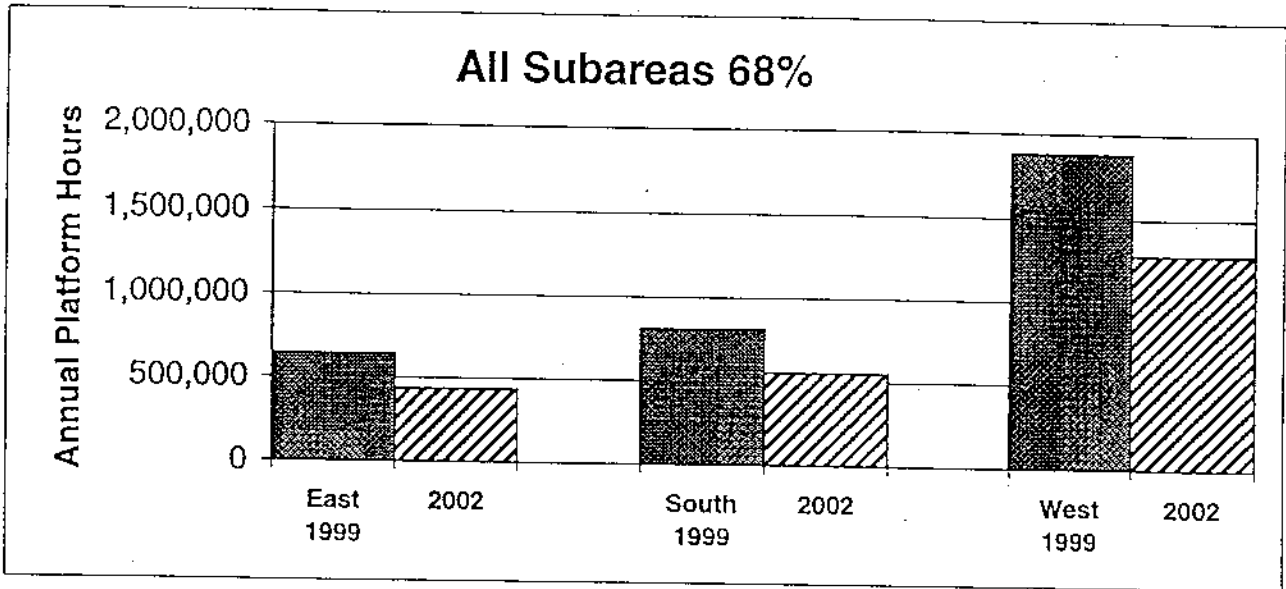
2002 Service Hours



	East 1999	2002	South 1999	2002	West 1999	2002
King County Metro Service	642,000	516,000	810,000	703,000	1,885,000	993,000
Percent of Service Compared to 1999		80%		87%		53%

The **Population Forecast** approach to service allocation is calculated on the basis that the share of remaining subsidy in each subarea equals the percent of year 2000 population. This is accomplished by apportioning a much larger share of the total transit subsidy reduction to the West subarea compared to the East and South.

2002 Service Hours



	East 1999	2002	South 1999	2002	West 1999	2002
King County Metro Service	642,000	437,000	810,000	553,000	1,885,000	1,285,000
Percent of Service Compared to 1999		68%		68%		68%

The **Equal Percentage Reductions** approach to service allocation is calculated on the basis that the share of reduction by each subarea as a projected percent of 1999 service is equal in each subarea. This is accomplished by apportioning a much larger share of the total transit subsidy reduction to the West subarea compared to the East and South.

Arterial Treatments for Transit

High Occupancy Vehicle(HOV) Lanes:

Most people are familiar with the system of HOV lanes found along portions of the limited access interstate freeways and the limited access state highway system in King County. The Washington State Department of Transportation (WSDOT) typically manages these facilities within engineering guidelines that have been established by the Federal Highway Administration(FHWA). HOV facilities are available to both carpools and transit. Depending on the facility, the carpool requirement can be 2+ or 3+. However, there is growing interest in the development of transit roadway improvements along the arterial network. There is a recognition that over 80% of all annual transit hours operate on arterial streets and not on the freeway system. To improve the overall performance of the transit system, it will be necessary to move beyond the major limited access roadways onto the arterial street network.

It is possible to create HOV lanes along arterial streets. However, unlike freeways, arterial streets typically generate a large number of conflicts between through traffic in the HOV lane and traffic that is entering and exiting the arterial, either at intersections or at driveways. Although there is no hard and fast rule, it is fair to say that arterials, with poor access control due to numerous side streets, lack of median treatment and large numbers of driveways, will be poor candidates for HOV curb lanes. Many of the state routes that were the principle roadway before the freeway fall into this category due to the land uses that have often grown up in these areas. This is not to imply that there are not instances where arterial HOV lanes may be feasible and appropriate. For Highway 99 South, the five cities along this corridor have agreed to implement arterial HOV lanes in both directions as part of a \$80 million multi-year, reconstruction effort. Since this project includes a significant access management element, the parties believe they will be able to operate the new HOV lanes in a safe fashion.

When it is not possible to address access management issues, arterial HOV lanes are likely to be more problematic. In the late 1970's, the City of Seattle initiated a northbound HOV lane along Aurora Avenue between N 112th Street and N 143rd Street. In 1998, the City of Seattle further restricted this lane to Transit/Right Turn Only in response to an unacceptably high accident rate associated with GP and HOV traffic operating together in the curb lane.. The new configuration has since operated successfully. The conflicts that generated the earlier high accident rate have been significantly reduced. Transit operators, unlike the average motorist, can be held to a higher driving standard and can be trained to anticipate and avoid the conflicts with vehicles entering and exiting from driveways. Buses are more visible to opposing left turn traffic.

Transit Only Lanes:

There can be special circumstances where a transit only lane is operationally preferable to a general-purpose HOV lane. Transit lanes may be appropriate in major transit corridors with high volumes of buses and passengers and where a transit facility solution presents itself. The recently completed eastbound West Seattle Transit lane is an example of this kind of opportunity. An additional transit lane was created through rechannelization of the existing right of way. It has improved bus travel times and schedule reliability and enhanced overall operations, accommodating a significant number of weave movements. Another local example of a dedicated transit lane is 5th Avenue between Terrace and Cherry in downtown Seattle. This transit contra-flow lane was installed in the early 1970's and continues to carry a significant number of downtown Seattle commuters.

Business Access/Transit Only Lanes(BAT):

Business Access and Transit(BAT) curb lanes are emerging as a facility solution that benefits transit and provides safer access and egress into local businesses. The tradeoff for providing BAT lanes is frequently the need to remove on street parking for all or part of the day.

Examples of existing BAT lanes are as follow: southbound SR-522 from NE 73rd to NE 145th; northbound Lake City Way from NE 137 to NE 145th; northbound Aurora Avenue from NW 115th to NW 143rd; 2nd

Avenue and 4th Avenue in Seattle Central Business District. Most BAT lanes are presently operated during peak hours in the peak direction only. SR-522 and Aurora Avenue North are the exception. Both operate as 24 hour facilities. On the other facilities, on street parking is permitted during off peak periods to support adjacent uses deemed to be important.

Examples of planned BAT lanes are as follow: Aurora Avenue in Shoreline, both directions; and Lake City Way, both directions, except in the Lake City Way business district and at the southern end of the corridor due to right of way constraints.

Transit Queue Jumps:

In areas where it is not physically possible to develop BAT lanes or in areas where transit service levels are not sufficient to justify a continuous lane, an intermediate step may be the development of queue jump facilities at signalized intersections. Queue jumps are short segments of BAT lane on the approach to the intersection and sometimes as receiving lanes after the intersection. Ideally, they are sized so that they are long enough to extend beyond whatever queue of traffic accumulate for through traffic. The resulting queue jump allows buses and right turns vehicles to go "to the head of the line." In combination with transit signal priority or with special signal phasing that gives an advance green for vehicles in the queue jump lane, queue jump facilities can provide significant benefit to transit. If they can be implemented by the selective removal of on street parking adjacent to signalized intersections, they will be less costly and have far less development impacts than continuous BAT lanes. Examples of operational queue jumps include: eastbound at 9th and Howell, southbound at 2nd Avenue Extension and Jackson, and southbound at Lake City Way and N 110th; and eastbound at Pacific Avenue and Montlake Boulevard.

Bus Bulbs:

Typically, bus bulbs are built at bus zones located along arterials with on street parking, and high levels of congestion that make it difficult for the bus to merge back into traffic. Bus bulbs widen and extend the sidewalk in the bus stop area so that the bus stops in the travel lane. This allows buses to stop in the travel lane. For a two lane arterial with a single travel lane in each direction, a bus bulb has the effect of stopping all traffic behind the bus while it loads and unloads passengers. If there are two travel lanes in each direction, traffic stopped behind the bus can wait until the bus clear the bus bulb or move into the other travel lane as gaps permit. A set of bus bulbs was built along University Way as part of a zone consolidation project that eliminated two zones. Bus bulbs should be targeted to high volume transit streets where the transit mode split is significant and there are parallel arterials to carry traffic.

Bus Pullouts:

Bus pullouts are dedicated turnouts that serve as bus stops. They are located adjacent to the curb travel lane. For roadways with posted speed limits of 45 or greater, bus pullouts are necessary to help eliminate rear end collisions between with bus stopped in lane and through traffic. However for facilities with posted speeds of 45 or less, the safety issue are less clear-cut. Bus pullouts combined with high levels of congestion result in buses being "trapped" in the bus pullout. In these situations, bus pullouts contribute to transit delay and decrease schedule reliability. The lack of gaps to allow the bus to reenter the travel lane creates a different kind of safety issue. For all bus pullouts, it is preferable to have them located far side of a signalized intersection so that signal operation will create gaps in traffic for buses to reenter the travel lane. The least desirable location for a bus pullout is near side of an intersection with a high right turn volume.

Challenges to Developing Transit Facilities on Arterials:

- The development/redevelopment of urban arterials is extremely difficult and time consuming. Right of way is typically very expensive. Given current funding levels, most transit projects must be scoped as low to moderate cost efforts. By definition, they must fit within into the existing right of way.

- Existing street space/right of way is at a premium in most major transit corridors. Any proposed change will generally adversely impact one or more parties. Parking removal is required for most arterial transit improvements. Loss of on street parking is generally controversial. Lack of local support for parking removal is the reason most arterial transit projects are not approved.
- Neighborhood interests frequently oppose all actions that would increase traffic through their neighborhood. While they may support more transit in the abstract, they will frequently not support parking removal for the arterial facilities that benefit transit. They want parking to support local merchants, and to serve as a buffer between pedestrians and the travel lane.
- Local neighborhood groups are typically not vested in developing regional solutions. They are more likely to propose bypass solutions to their neighborhoods.

Successes:

Despite the obstacles, significant progress is being made. Examples of completed projects were enumerated above as part of the description of alternative transit treatments on arterials.

Major reconstruction continues to offer the best opportunity for new arterial transit facilities because large regional redevelopment projects must compete for limited regional funding and the grant programs at both the state and federal level reward applicants that address transit in a meaningful way.

In the grant arena, the ability of King County to provide meaningful local match gives King County significant leverage in scoping out new projects and making sure they address transit. Although local match represents a small percentage of the total funding for most projects, it is still at a premium given limited local capital improvement dollars at most agencies. King County has been successful in leveraging its arterial transit/RAN investments.

2002 EXAMPLE TRANSIT NETWORK

Route Descriptions

(A list provided for illustrative purposes in conjunction with Regional Transit Committee consideration of a Transit Division recommended service reduction policy framework. This list and the recommended policy framework upon which it is based are subject to change. The RTC will not be asked to make a recommendation upon a specific set of route revisions. This list is based upon currently adopted Service Allocation Policy)

<h4>Seattle-North King County (West Subarea)</h4>

REMAINING CORE SERVICES – Most routes providing core connections would operate with reduced night and weekend service.

- Route 2 North, Queen Anne to Seattle CBD via Queen Anne Avenue: Sunday night service deleted.
- Route 2 South, Madrona to Seattle CBD: night and Sunday evening service deleted.
- Routes 3 and 4 South, Central Area to Seattle CBD: Route 4 South evening, night, and Sunday trips converted to Route 3 South turnbacks; Sunday evening and night Rt. 4 South service deleted.
- Route 5, SCC and Northgate to Seattle CBD via Greenwood: night service deleted.
- Route 7 N, Capitol Hill to Seattle CBD via Broadway: unchanged.
- Route 7 South, Rainier Beach to Seattle CBD: unchanged.
- Route 8, Capitol Hill to Seattle Center: Mon.-Sat. daytime retained; peak turnbacks deleted.
- Route 9, U District to Rainier Valley: night service deleted.
- Route 10, Capitol Hill to Seattle CBD via 15th Avenue East: unchanged.
- Route 12, Capitol Hill to Seattle CBD via Madison Street: evening and night service deleted.
- Route 13, Seattle Pacific University to Seattle CBD via Queen Anne Avenue: unchanged.
- Route 15, Ballard to Seattle CBD: night and Sunday evening service deleted.
- Route 16, Wallingford to Seattle CBD: combined with Route 26.
- Route 18, Ballard to Seattle CBD: Sunday evening and Sunday night service deleted.
- Route 36, Rainier Beach to Seattle CBD: unchanged.
- Route 41, Northgate to Seattle CBD via I-5: restructured around ST 522 service.
- Route 43, U District to Seattle CBD via 23rd Avenue: Sunday night service deleted.
- Route 44, Ballard to U District: unchanged.
- Route 48 North, Loyal Heights to U District: Sunday night service deleted.
- Route 48 South, U District to Rainier Beach: Sunday night service deleted.

- Route 24, Magnolia to Seattle CBD: evening, night, and weekend service deleted.
- Route 25, Laurelhurst to Seattle CBD: reduced to peak-only.
- Route 26, Greenlake to Seattle CBD via Fremont: restructured.
- Route 27, Leschi to Seattle CBD via Yesler Way: reduced to bidirectional peak-only from current full span.
- Route 28, Broadview to Seattle CBD via Fremont: evening, night, and Sunday service deleted.
- Route 31, Magnolia to University District via Fremont: unchanged.
- Route 33, Magnolia to Seattle CBD: evening, night, and weekend service deleted.
- Route 37, Alki to Seattle CBD: reduced to peak-only from current full span.
- Route 39, Southcenter to Seattle CBD via Seward Park: evening, night, and weekend service deleted.
- Route 42, Rainier View to Seattle CBD: night and Sunday evening service deleted.
- Route 56, Alki to Seattle CBD: evening, night, and weekend service deleted.
- Route 60, White Center to Broadway via Georgetown: evening, night, and Sunday service deleted.
- Route 65, Lake City to University District via Wedgwood: night service deleted.
- Route 68, Northgate to University District via Roosevelt: Saturday service deleted.
- Route 74, Ravenna to University District: University District to Seattle Center portion deleted; remainder reduced to peak-only.
- Route 99, Waterfront: reduced to weekend daytime only.
- Route 137, Gregory Heights to Seattle CBD via White Center: evening and night service deleted.
- Route 302, Aurora Village to Northgate: evening, night, and weekend service deleted.
- Route 317, Shoreline to Northgate: restructured; evening, night, and weekend service deleted.
- Route 377, Jackson Park to Northgate: restructured; evening, night, and weekend service deleted.

- Route 306, Kenmore to Seattle CBD, delete North Kenmore tail
- Route 311, Woodinville to Seattle CBD, most trips truncated at Woodinville P&R
- Route 312, Bothell to Seattle CBD, truncated at Bothell P&R in conjunction with S.R. 522 restructure
- Route 342, Shoreline to Bellevue CBD, new route replaces Route 340 peak trips; serves Renton Boeing.

REMAINING LOCAL SERVICES

- Route 220, South Bellevue and downtown Issaquah, new route replaces segments of Routes 222, 921, 215, and 200.
- Route 234, North Kirkland to Bellevue, rerouted 116th Ave., 124th Ave., Houghton P&R, and S. Kirkland P&R
- Route 254, North Redmond to Kirkland, rerouted through Education Hill, truncated at Kirkland Transit Center
- Route 923, Subcontracted DART service, connecting the Crossroads, the Lake Hills and Phantom Lake neighborhoods with Bellevue Community College and the Eastgate P&R.

REMAINING LOCAL SERVICES - No trips on local routes begin between 10:00 PM and 5:00 AM.

- Route 107, Rainier Beach to Fairwood: Route extended to cover route 148 service from Renton to Fairwood. No Sunday service. No service after 7:00 PM
- Route 132TB, Burien to Seattle: Route operates via Airport Way between South Park and Seattle. No Sunday service. No service after 7:00 PM.
- Route 168, Timberlane to Kent: No Sunday service. No service after 8:00 PM on Weekdays, 6:30 PM on Saturdays.
- Route 188, Twin Lakes P&R to Federal Way: Route operates between Twin Lakes P&R and Federal Way only.



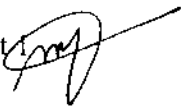
Metropolitan King County Council

Room 1200, King County Courthouse
516 Third Avenue
Seattle, WA 98104-3272

(206) 296-1000
FAX (206) 296-0198
TTY/TDD (206) 296-1024

January 25, 2000

TO: Stakeholders

FM: Maggi Fimia, Councilmember, District 1 

RE: Moratorium on development pending reassessment of land use/transportation capacity

Attached please find a draft of a proposed ordinance for your review. The ordinance would call for a moratorium on further development in unincorporated King County, pending resolution of the significant transportation and transit funding shortfalls that have resulted from Initiative 695.

The Growth Management Act, codified in RCW 36.70A, requires that all comprehensive plans have mechanisms in place for re-assessing allowed land uses when infrastructure deficiencies are identified. King County's plan simply acknowledges that such reassessment may be one response to findings of infrastructure deficiencies. There is no specific threshold in the plan that "triggers" a specific response.

The county's comprehensive plan is founded on the assumption that transit service will be maintained AND EXPANDED in the urban areas. The loss of MVET revenues to fund much of that transit system coupled with other related losses to the county's road construction funding programs as well, means that the urban area as now identified has inadequate transportation infrastructure to support new growth. Much of the remaining urban unincorporated areas of King County on the eastern fringe of the Urban Growth Area are already failing with regard to road concurrency tests, and no relief from transit service can be anticipated. Continued growth can only cause more congestion and more deficiencies in the transportation system. Therefore, it is timely to reconsider how to adjust the county's land use plan to recognize those infrastructure deficiencies. While that reconsideration is occurring, new growth should be held in abeyance.

RCW sections 36.70.790-795 (the Planning Enabling Act) authorize counties to adopt interim zoning controls and moratoria on development, provided that a work program identifying related studies that are needed to determine permanent zoning controls is undertaken pursuant to the interim action. The ordinance calls on the executive to prepare such studies. Further, it calls on the Executive and the Council to enter into serious dialog with all appropriate forums within this county, and with adjacent counties, to pursue solutions to this issue.

Your comments on this draft proposed ordinance by February 14, 2000 would be appreciated. Based on your comments the ordinance can be refined and introduced for action.

- 34 (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into
35 sprawling, low-density development.
- 36 (3) Transportation. Encourage efficient multimodal transportation systems that are
37 based on regional priorities and coordinated with county and city
38 comprehensive plans.
- 39 (4) Housing. Encourage the availability of affordable housing to all economic
40 segments of the population of this state, promote a variety of residential
41 densities and housing types, and encourage preservation of existing housing
42 stock.
- 43 (5) Economic development. Encourage economic development throughout the state
44 that is consistent with adopted comprehensive plans, promote economic
45 opportunity for all citizens of this state, especially for unemployed and for
46 disadvantaged persons, and encourage growth in areas experiencing insufficient
47 economic growth, all within the capacities of the state's natural resources,
48 public services, and public facilities. . . .
- 49 (10) Environment. Protect the environment and enhance the state's high quality of
50 life, including air and water quality, and the availability of water. . . .
- 51 (12) Public facilities and services. Ensure that those public facilities and services
52 necessary to support development shall be adequate to serve the development at
53 the time the development is available for occupancy and use without decreasing
54 current service levels below locally established minimum standards.
- 55
- 56 4. The GMA also makes very specific requirements with regard to the required elements
57 of comprehensive plans of counties and cities, including:
- 58 (3) A capital facilities plan element consisting of: (a) An inventory of existing
59 capital facilities owned by public entities, showing the locations and capacities of
60 the capital facilities; (b) a forecast of the future needs for such capital facilities; (c)
61 the proposed locations and capacities of expanded or new capital facilities; (d) **at**
62 **least a six-year plan that will finance such capital facilities within projected**
63 **funding capacities and clearly identifies sources of public money for such**
64 **purposes; and (e) a requirement to reassess the land use element if probable**
65 **funding falls short of meeting existing needs and to ensure that the land use**
66 **element, capital facilities plan element, and financing plan within the capital**
67 **facilities plan element are coordinated and consistent.**
- 68
- 69 (6) A transportation element that implements, and is consistent with, the land
70 use element.
- 71 (a) The transportation element shall include the following subelements:
- 72 (i) Land use assumptions used in estimating travel;
- 73 (ii) Estimated traffic impacts to state-owned transportation facilities resulting
74 from land use assumptions to assist the department of transportation in monitoring
75 the performance of state facilities, to plan improvements for the facilities, and to
76 assess the impact of land-use decisions on state-owned transportation facilities; iii)
77 Facilities and services needs, including:
- 78 (A) An inventory of air, water, and ground transportation facilities and services,
79 including transit alignments and general aviation airport facilities, to define existing

capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdiction boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of state-wide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the state-wide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the six-year improvement program developed by the department of transportation as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, **local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.** These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), and the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, RCW 35.58.2795 for public transportation systems, and RCW 47.05.030 for the state, must be consistent.

5. King County has adopted the required concurrency standards, which are based primarily on an analysis of vehicular traffic impacts of development (as distinguished from transit concurrency), and under those standards, much of the remaining unincorporated urban parts of King County do not meet the concurrency test. These areas also cannot be served with transit, as an alternative to expanded road capacity, given the service reductions required pursuant to Initiative 695.

6. The King County Comprehensive Plan addresses the requirement to reassess land use as follows:

Text:

Within Service Planning Areas, the County will initiate subarea planning processes to resolve service deficiencies as outline in the Capital Facility Plan element of Chapter Eight, Facilities and Services. Through the subarea planning process, King County, affected cities, service providers, property owners or developers and residents will attempt to resolve service deficiencies through an examination of level of service, finance, and other remedies. If these remedies fail to resolve acute areawide service deficiencies, land use reassessment will be pursued according to Policy F-213 of Chapter Eight. Through land use reassessment, King County will ensure that any zoning change 1) will not reduced zoned growth capacity in the Urban Growth Area below a level that is needed to accommodate the County's project growth, 2) will not overly increase zoned growth capacity so as to be inconsistent with the Countywide Planning Policies and the Comprehensive Plan, 3) considers all environmental impacts of the change, and 4) considers infrastructure capacity needed to accommodate the change.

Policy: U-418 Within Service Planning Areas, when areawide deficiencies cannot be resolved pursuant to the Capital Facility Plan element of Chapter Eight, a interim low-density zone of one home per five acres may be applied. Development which occurs during the application of the interim zone should be clustered to retain larger tracts for future, higher-density development, and sited, designed and built to facilitate eventual conversion to full urban services.

Text:
Land Use Reassessment

The GMA requires King County to reassess land use if funding is unavailable to meet existing and future needs. Reassessment of the King County land use plan needs to occur in the event that King County and applicable service providers cannot resolve facility and service deficiencies. Reassessment will include possible adjustments to land use, level of service standards, financing plans or any combination of these three components.

King County intends to use alternative funding sources before changing zoning. A variety of tools might be utilized, such as higher impact fees, Local Transportation Act options (commuter fees, parking fees, employee taxes) state gas tax allocation level adjustments, recategorize/regroup expenditures, increases in property taxes, and general obligation bonds.

Policy F-213 If an area-wide sewer, water, or transportation service deficiency is identified, King County and the applicable service providers shall remedy the deficiency through capital improvement programs and long-term funding strategies. If financing and level of service remedies cannot solve the deficiency, King County may change zoning to address the problem.

Policies F-205 through F-213 are to be implemented in several ways. First, funding for facilities and services needed to support growth is the basic criteria for establishing the King County land use plan. Second, providing a service and finance strategy will help coordinate growth with facilities and services by focusing planning to solve problems in specific locations. Third, evaluating capital facility plans will ensure funding is available. Fourth, the land use plan or capital improvement program will be revised if the County cannot remedy a deficiency through level of service and/or funding adjustments. Fifth, land use regulations require, and review processes verify, that services are available or will be available when needed by the proposal. See Chapter Two, Urban Land Use, for detailed policies defining Full Service and Service Planning Areas and specifying permissible land uses and densities within them.

7. The Countywide Planning Policies address the need to reassess land use in the face of transportation deficiencies as follows:
 - T-15. Local governments shall work together to reassess regional land use and transportation elements if transportation adequacy and concurrency cannot be met.

- 214 Should funding fall short for transportation improvements or strategies needed to
215 accommodate growth, the following actions should be considered:
216 a. Adjust land use and level-of-service standards to better achieve mobility and
217 the regional vision;
218 b. Make full use of all feasible local option transportation revenues authorized but
219 not yet implemented; and
220 c. Work with WSDOT, Metro, and the private sector to seek additional state
221 transportation revenues and local options to make system improvements
222 necessary to accommodate projected employment and population growth.
223
- 224 8. The Regional Transportation Plan update process has identified a deficit over the next
225 20 years of \$16 billion in transportation needs prior to the adoption of Initiative 695.
226 That deficit is now enlarged to \$25 billion with Initiative 695 in effect. Translated to
227 population, this deficit equates to approximately \$8600 per person for every person in
228 the tri-county area of King, Pierce and Snohomish County, or \$16,000+ per employee.
229 Despite the statements of I-695 sponsors, a deficit of this scale cannot be filled from
230 existing resources or governmental "efficiencies".
231
- 232 9. The near-term impacts of I-695 to transportation funding include a direct loss of
233 MVET revenue to King County Transit of \$106 million in 2001, and \$50 million over
234 the next six years to roads. Indirect impacts will occur as well, with loss of federal
235 matching dollars due to the loss of local/state matching dollars.
236
- 237 10. Clearly the economic growth experienced in the core of the region, while impressive,
238 is not generating revenues sufficient to support the needed infrastructure. Employers
239 that are benefiting from the economic growth in the region must take steps now to
240 assure that their employees' transportation needs are addressed.
241
- 242 11. Nor is that growth generating affordable housing close to jobs, but rather is generating
243 low wage jobs requiring employees to travel vast distances to find housing.
244
- 245 12. Given the tremendous imbalance between the region's infrastructure needs and the
246 growth rates it is experiencing, it is essential that the county now comply with the
247 requirements of the GMA that our land use element must be reassessed when
248 infrastructure deficiencies are not able to be adequately addressed.
249
- 250 SECTION 2. A moratorium on all new residential, commercial and industrial building
251 permits, and on the creation of lots of less than five acres is hereby imposed in
252 unincorporated King County, for a period of one year. Accessory uses, remodels, and
253 expansions of existing uses which do not provide additional residential or employment
254 capacity are exempt from this moratorium. During this moratorium, the Executive shall

255 evaluate all possible methods for synchronizing development in the county with the
256 public's ability and willingness to fund transportation infrastructure, and shall evaluate
257 through appropriate regional forums, the possible dispersal of jobs to locations in the
258 region and the state where infrastructure can now accommodate growth without major
259 additional public investment.

260 SECTION 3. The Executive and the Council shall meet with surrounding counties and
261 cities which are similarly impacted by lack of transportation infrastructure to consider
262 amendments to countywide planning policies and regional plans that would pursue a better
263 balance between jobs, housing locations, transportation infrastructure and transit service.

264 SECTION 4. Employers in unincorporated King County may be relieved of this
265 moratorium if they can demonstrate that the transportation needs of their employees will be
266 met without requiring additional public resources.

267
268 INTRODUCED AND READ for the first time this _____ day of
269 _____, 19____.

270 PASSED by a vote of ____ to ____ this _____ day of
271 _____, 19____.

272 KING COUNTY COUNCIL
273 KING COUNTY, WASHINGTON

274 _____
275 Chair

276 ATTEST:

277 _____
278 Clerk of the Council

279

APPROVED this _____ day of _____, 19____.

280

281

King County Executive

282

Attachments:

Attachment B

Shoreline/Lake Forest Park Youth Council Task Force Recommendations

Shoreline / Lake Forest Park Youth Council
Task Force Recommendations

A task force representing a broad spectrum of participants from the two communities prepared the following recommendations for the creation of a Youth Council for Shoreline and Lake Forest Park. The work of the task force was underwritten by King County Councilmember Maggi Fimia, with District 1 funds and by Shoreline School Superintendent Marlene Holayter, with in-kind donations of space and refreshments. The work of the task force took place over a four-month period. This blueprint represents the ideas generated and consensus reached by this task force. It remains, however, *recommendations*, meant to ease the process of establishing a youth council, not directives prescribing a certain approach.

Youth Council Mission Statement

The Shoreline / Lake Forest Park Youth Council dedicates itself to youth empowerment by ensuring that the voice of youth is represented, enhancing leadership skills, advocating for youth rights and responsibilities and undertaking projects to benefit youth and the entire community through collaborative partnerships with local communities, leaders and organizations.

I. STRUCTURE AND MEMBERSHIP

The Shoreline/Lake Forest Park Youth Council will be open to all youth in the two cities. "Youth" refers to people from age twelve until the end of their nineteenth year. All youth of this age may attend and express their opinions at meetings and work on Youth Council programs.

The Youth Council will be actively committed to broad representation and diversity. It will represent all sectors of the two communities, including both in-school and out-of-school youth. Its commitment to diversity is understood to include race, ethnicity, gender, religion, class, immigrant status, sexual orientation, disability, etc. The Youth Council will also encourage representation of different schools and organizations in the two communities.

Within this large open-membership organization will be a Youth Council Board, which provides leadership and exercises voting privileges when issues arise requiring a vote. This Board will be comprised of 21 youth and 7 adults. The youth will be voting members. The adults will serve as advisors and supporters, but will not vote. Diverse representation will also be encouraged on this board through a method recommended by the taskforce (see below). Other methods to ensure diverse representation should also be sought on an on-going basis.

For the purposes of this document, "Youth Council" will refer to the entire membership of the council and "Youth Council Board" will refer to the twenty-eight-member board.

Youth members of the Youth Council Board will be elected at an annual Shoreline / Lake Forest Park Youth Summit. An election procedure will be set up to guard against the possibility of a "popularity contest". One possible feature of this election procedure would

involve people voting for a whole slate of candidates, rather than simply electing one representative from their own group. In other words, a young person would not simply vote for a representative of his/her peer group, but for all positions on the Youth Council.

If a slot opens up between elections the Youth Council Board can appoint a new member until the next year.

Adult members of the Youth Council Board will be recruited and appointed by the youth membership. The youth members will recruit from major sponsoring agencies, the community college and other organizations. Major sponsors will definitely be represented. Youth may ask for assistance from their adult allies and staff-person in identifying and recruiting the adult board members.

One way in which the Youth Council will try to ensure diversity and broad representation is by setting aside youth slots on the Youth Council Board. In the following breakdown, "school-aged" will be understood to include both in-school and out-of-school youth. The following slots will be available for candidates.

- 3 High-School-Aged Youth, (East-side of I-5)
- 3 High-School-Aged Youth, (West-side of I-5)
- 3 private or Home-Schooled Youth, High-School-Age
- 2 Middle School-Aged Youth, (East-side of I-5)
- 2 Middle School-Age Youth, (West-side of I-5)
- 2 Private or Home-Schooled Youth, Middle-School-Age
- 5 Open Slots, High-School-Aged Youth
- 1 Open Slot, Middle-School-Aged Youth

High School Age is 14-19; Middle School Age is 12-14. The Open Slots are to encourage greater diversity in representation.

Responsibility of Board Members: Members of the Youth Council Board will commit to attend the majority of meetings. They will give notice if they have to miss. They will participate in and help with projects and programs. Board members will take leadership roles within the council. They will also take responsibility for chairing and facilitating meetings. A process should be determined for replacement of members who consistently miss meeting or are not following through on their duties.

A question was raised as to whether adults might become part of the general membership of the youth council. The task force has not taken a position on this issue as of yet.

II. THE WORK OF THE YOUTH COUNCIL

The agenda of issues to be addressed by the Youth Council will be set at the annual Youth Summit. A Youth Summit would involve youth from all sectors of the community; giving them a chance to discuss the major issues they face and to make suggestions of how these issues might be addressed. Skilled facilitators at the Youth Summit would record these ideas and help the large group to prioritize them. The newly elected Youth Council Board then would then plan the Council's activities for the year based on these prioritized issues. They

will also respond to issues as they arise throughout the year, by developing projects or positions to address them.

It has also been suggested that elected representatives, agencies and organizations may bring issues to the Youth Council for review and comment. This suggestion has still to be considered by the task force.

As the mission statement notes, the Youth Council will both undertake projects and advocate on issues of central concern to youth in Shoreline and Lake Forest Park. There will be Project Teams, in which all members of the Youth Council will participate, with Board members providing leadership and accountability. These teams will work on a number of different projects. Again these projects will be determined by needs expressed at the Youth Summit.

Members of the Youth Council will also prepare and present their point of view on issues of interest to youth in front of established adult bodies. These bodies might include the school board, the two city councils, the chamber of commerce, the King County Council, the Washington State Legislature, and other organizations that make decisions about youth. Preliminary study of the issues will be necessary before the group takes a position.

The Youth Council will coordinate its efforts with other youth programs that already exist in the community, and will act as a clearinghouse for other youth-initiated or youth-serving efforts. It will also act as a liaison to youth at large in the community, informing them of programs and advocacy.

The Youth Council will promote a positive image of youth through community involvement and media exposure.

The Youth Council will hold monthly meetings to discuss issues, make decisions, share information about events in the community, initiate projects and check on their progress. They may also provide time for the Project Teams to meet and work during these meetings.

During Youth Council meetings some time should be set aside for youth alone to speak. Their time alone is important. Regardless of the amount of time for youth alone, the atmosphere and environment should be equal and comfortable enough so the Youth Council Board can exist as a unified team of youth and adults. Team building is important.

III. STAFFING

The success of the Youth Council will require committed staff support. The staff position will be a part-time position initially, due to funding constraints. The staff-person's job may include such tasks as helping to get the council off the ground and serving as a liaison between the Youth Council and adult bodies as relations are established between these groups. The staff-person should also serve as a liaison with other youth workers and staff of other youth programs. She or he will prepare for meetings, coordinate fundraising efforts, organize training opportunities for council members and assist the council in any way it sees fit. The staff-person will assist the council in accomplishing its goals, not replace the work of Youth Council members in pursuing these goals.

IV. ORGANIZATIONAL STRUCTURE

The Youth Council will be an independent organization run with the assistance of sponsoring groups: organizations, government bodies and agencies committed to its mission. The Youth Council will not be part of a government body.

Sponsoring groups include those groups who give actual support to the Youth Council with financial or in-kind assistance, as well as with advice, help and expertise.

One of the sponsoring agencies will act as the Youth Council's fiscal agent, maintaining its bank account and providing accountability for its financial affairs.

V. TRAINING

Members of the Youth Council Board will undergo leadership training. In-depth, multi-day training was recommended as the most effective. The training may include such topics as community organizing, diversity, government, positive peer culture, values-based decision-making, project planning, team building, etc. The task force has already had a number of offers of free training, notably from the YMCA and the King County Organizing Project. It would be desirable for some of the training to be done by youth.

VI. FUNDING OPTIONS

The Youth Council will need funding to cover the cost of such expenses as the salary of the staff-person, projects such as the Youth Summit and other programs, printing, mailing and other office expenses.

Funding will be sought from a variety of sources. Some funds and in-kind offers have already been committed. The task force felt that the Youth Council might need to start up with a modest budget and then pursue further funds. This would allow the Youth Council to define needs more exactly and therefore make more specific requests to potential contributors. It would also be advisable to approach potential contributors with a project that has already been initiated.

This outline notes funds and in-kind offers the Youth Council Task Force has already secured, and recommendations of other sources to approach.

Committed Funds:

King Councilmember Maggi Fimia has committed \$10,000 of District 1 funds for each budget year, 2000 and 2001. This will cover a large portion of a part-time staff-person's salary.

In-Kind Offers

The Lake City Elks have offered the Elks Club Hall for meetings and conferences. The City of Shoreline has also offered meeting space.

Recommendations: Shoreline/Lake Forest Park Youth Council Task Force

The YMCA has offered assistance in Project Planning and Community Organizing Training. Youth from their Youth in Government Program could provide training as well.

The King County Organizing Project has offered free Leadership Training.

Shoreline Bank has offered free banking services.

Recommendations of other potential funding sources

The City of Shoreline and the City of Lake Forest Park

The Shoreline School District

Rotary

The Chamber of Commerce

Local Businesses

The Lake City Western Vigilantes

King County District 1 – The Youth Council may apply for projects money and communication money to underwrite flyers, mailings, etc.

Grant Funding (including The King County Organizing Project, United Parcel Service, The Take Action Foundation and The Do Something Foundation) – A longer list of possible grant sources was generated by the task force.

Local fundraising projects including selling youth artwork at a youth arts / cultural event, which may include music, dance, poetry, painting, sculpture and other forms of artistic expression.

Attachment C

Grant Writing/Research Workshop Flyer

GRANT RESEARCH/WRITING WORKSHOP

Free one-day workshop for King County Council
District 1 cities, nonprofits, community
organizations and interested individuals.

Come learn how to identify traditional and
unusual grant sources and craft effective
grant proposals from fundraising consultant
Susan Howlett.

Date: Tuesday, March 28, 2000

Location: Shoreline Library
345 NE 175th St., Shoreline

Hours: 10 a.m. to 5 p.m.

Cost: Free

Lunch: Bring your brown bag for a working
lunch


To Register: (206) 296-1636 or
diane.yates@metrokc.gov

Workshop is limited to 60 people
Registration deadline is March 24th

Sponsored by
King County Councilmember Maggi Fimia

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Review of proposed Connie King Scholarship Fund for youth and family access to City recreation programs
DEPARTMENT:	Parks, Recreation & Cultural Services
PRESENTED BY:	Wendy Barry, Director 

EXECUTIVE / COUNCIL SUMMARY

The purpose of this report is to inform your Council about the development and proposed implementation of the Connie King Scholarship Fund and to seek your Council consensus to proceed with implementation of this new program.

Purpose of the Connie King Scholarship Fund

At your City Council's December 13 meeting, your City Council gave direction to staff to establish the "Connie King Scholarship Fund" in honor of Connie King, the City of Shoreline's first mayor. This fund is being established in recognition of Connie King's tireless advocacy for youth in our community and her expressed interest in establishing a donation program to benefit public recreation services for families in the community.

The purpose of the Connie King Scholarship Fund is to provide a means for citizens and businesses to make donations to the City of Shoreline to benefit Parks, Recreation & Cultural Services (PRCS) programs. The funds that are donated will be used for scholarships for low and moderate income youth and adult citizens needing financial assistance to access and participate in City recreation programs. The number of scholarships available each year will be governed by available funds.

Eligibility and Benefits

We propose that eligibility for a Connie King Scholarship be based on HUD low and moderate income guidelines. The following table outlines the HUD income guidelines effective January 27, 1999:

<i>Maximum Annual Income</i>	<i>Household Size</i>							
	1	2	3	4	5	6	7	8+
Moderate Income <i>Less Than</i>	\$33,450	\$38,250	\$43,000	\$47,800	\$51,600	\$55,450	\$59,250	\$63,100
Low Income <i>Less Than</i>	\$21,900	\$25,050	\$28,150	\$31,300	\$33,800	\$36,300	\$38,800	\$41,300

This is different from the existing City of Shoreline Recreation Scholarship Program where eligibility is limited to low-income youth and individuals with developmental and physical disabilities. Adults, as well as youth, will be eligible to receive Connie King Scholarships. Also, the income requirements are expanded to include moderate income as well as low income participants. As a result, the Connie King Scholarships will be available to serve a broader segment of the community than the existing City of Shoreline Recreation Scholarship Fund. Staff will continue to require proof of participation in one of the established assistance programs such as free or reduced lunch program, Head Start program, city, county or state subsidized day care, food stamps or other Department of Social and Health Services assistance or proof of income status. As is the case with the Recreation Scholarship Program, the application process will be streamlined to keep it easy to apply for scholarships and easy to administer.

Qualifying applicants will be eligible to receive the same level of benefit as the existing Recreation Scholarship Program. The scholarship recipient may use a maximum of \$45 per quarter per participant towards the program of his or her choice during each of the four (4) seasonal sessions. Each Winter, Spring, Summer, and Fall, a new City *Recreation Guide* brochure is issued, which lists all of the programs offered that session. On the average, \$45 usually allows one scholarship for that individual for that session. Drop-in programs are excluded. Staff will solicit for optional contributions from the Scholarship Participants. This offers the optional opportunity for a potential participant to pay "what he/she can afford". The applicant's response will not affect his or her scholarship eligibility.

Summer is the time of the year when youth have the most unstructured, free time on their hands. Summer is also the time when the PRCS Department offers the greatest volume of youth programs. Consequently, enabling youth to participate in more than one program during the summer to help them stay connected to positive, healthy activities would be beneficial. In the event additional funds beyond what is currently budgeted for scholarships become available, the Department recommends that this \$45 per participant limit be expanded to \$90 for the summer program session for youth participants only. This would enable each youth participant to participate in a minimum of two summer programs, as opposed to only one. Historical data regarding use of scholarships is too limited at this point to be able to predict whether the \$90 limit will be possible. Staff will check back in with your Council mid year to provide you an update.

Program Budget Process and Tax Deductible Status

A special program budget, titled "Connie King Fund," has been established in the Parks, Recreation and Cultural Services budget that will include revenue and expenditure accounts. To date, \$550 has been received and deposited. Monetary donations received by the City of Shoreline are tax deductible and will not require the establishment of a 501(c)3 foundation or an ordinance to create a new fund. Donations will be receipted as tax deductible according to applicable laws and deposited in the Connie King Fund revenue account.

The PRCS Department and Finance Department have established internal procedures and controls to ensure proper receipting, accounting, and management of funds

received. Staff at reception desks for various departments in the City will be trained to provide information about the program to the public and accept donations. The PRCS Department will be the primary contact to provide the public with information.

Distribution of scholarship funds will comply with City of Shoreline's Connie King Scholarship Policy. (Please see Attachment A: Connie King Scholarship Policy). The PRCS Department staff will be authorized to process scholarship requests and to distribute scholarship funds according to the established Connie King Scholarship Fund policy. This reflects the current procedure used with the existing City of Shoreline Recreation Scholarship program.

The donations received for scholarships may be used in the same year they are received. This addresses the "immediate gratification" that donors want to experience. The budget would reflect an estimate of anticipated donations to avoid the need for budget amendment. Funds will not be expended unless revenues are available. Over time, we will gain historical data to support estimates. Monies not expended in a given year will be carried over to the next year to ensure the funds are used for their intended purpose.

The goal will be to accumulate enough funds to establish an endowment fund so that there will be a dependable amount of funding for Connie King Scholarships on an annual basis.

Promotion

Connie King has indicated her commitment to assist in promotion and fund raising to make this vision a reality. Staff has solicited Connie King's input on the marketing materials to advertise the benefits of donating to the Scholarship Fund. (Please see Attachment B: Connie King Scholarship Fund flyer). The flyer will also be used as a means to solicit donations to the fund. Staff is also developing materials to ensure that donors receive appropriate documentation for tax purposes, as well as, a special thank you from Connie King. Other means to advertise the Connie King Scholarship Fund will be utilized, including news releases, promotional activities with neighborhoods, PRCS quarterly "Recreation Guide", flyers/promotion at special events, seasonal promotions, PRCS Department Annual Report, City newsletter, and various recognition materials. Also, recognition of donors can be used to help market the Connie King Scholarship Fund and used to encourage donors to be "repeat donors" and others to donate to the fund for the first time.

Other Donation Opportunities

Donations to the existing City of Shoreline Recreation Scholarship Program will continue to be promoted and gladly accepted. Donations will be accounted for in appropriate accounts. In the event a donor wishes to donate funds for park improvements, they will be able to donate to the "Shoreline Parks Legacy Fund". A menu of park improvements will be marketed in a promotional flyer using park standards that were presented to your Council at your February 7 workshop. A separate staff report will outline the elements of the "Shoreline Parks Legacy Fund".

RECOMMENDATION

Staff requests your Council's consensus to proceed with the Connie King Scholarship Program as presented. Staff will bring back a consent item to your Council after incorporating Council comments.

Approved By: City Manager LB City Attorney N/A

ATTACHMENTS

Attachment A: Connie King Scholarship Policy

Attachment B: Connie King Scholarship Fund brochure



Title & Category CONNIE KING SCHOLARSHIPS Recreation Services	Code No. REC - ____
Department PARKS, RECREATION AND CULTURAL SERVICES	Effective Date:
Approved By	

1.0 Purpose:

Scholarship Program Philosophy

The City of Shoreline wishes to make public recreation program opportunities available to all interested participants and recognizes that financial hardships may hinder the ability to pay recreation program fees. To accommodate these special needs, the City of Shoreline has established the Connie King Scholarship Fund.

This fund is being established in recognition of Connie King's tireless advocacy for youth in our community and her expressed interest in establishing a donation program to benefit public recreation services for families in the community.

The purpose of the Connie King Scholarship Fund is to provide a means for citizens and businesses to make donations to the City of Shoreline to benefit Parks, Recreation & Cultural Services (PRCS) programs. The funds that are donated will be used for scholarships for low and moderate-income citizens needing financial assistance to access and participate in City recreation programs.

2.0 Policy:

a. Eligibility

Any low-moderate income youth or adult meeting the low-moderate income guidelines established by HUD or who is eligible for Head Start, DSHS, public school free/reduced lunch, and/or related assistance program is eligible.



b. Proof

Complete the City of Shoreline Scholarship Application Form. Note eligibility requirements. For non public school-age programs, use Head Start, DSHS or related documentation for eligibility. Other appropriate documentation includes free/reduced lunch, Head Start and/or DSHS or proof of household income.

c. Amount

Based on funding availability, eligible participants may use up to \$45.00 per quarter per participant for Recreation, Teen, or Aquatics or Specialized Recreation programs.

Based on funding availability, and upon the Parks, Recreation and Cultural Services Director's authorization, in the summer quarter, youth participants may use up to \$90.00. (These funds may not be used for Skyhawk Sports Camps).

3.0 Procedure:

a. Registration Receptionist receives request for scholarship (either via phone, "in-person" or via referral from school or community agency).

- For phone inquiries, mail *Scholarship Application Form* to caller (including *Recreation Program Registration Form & Rec Guide*).
- No space can be held in a class until form is returned.
- For "in-person" requests, above-listed paperwork may be completed on-site.
- Registration receptionist asks participant if they wish to contribute any amount of payment for the class. This offers an optional opportunity for the potential scholarship recipient to pay "what he/she can afford". The individual's response will not affect his or her scholarship eligibility.

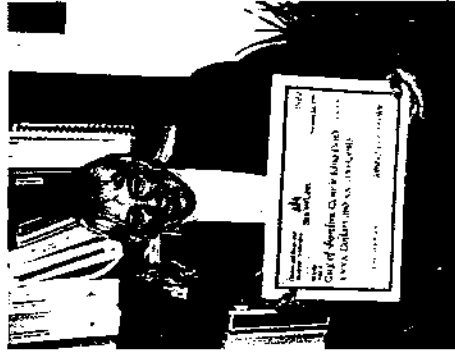
b. Registration Receptionist receives completed forms from applicant.

- Checks to assure they are filled out correctly.
- Checks to see if documentation guidelines are indicated. (Necessary documentation must be attached.)
- Registers participant for program. (Any payment received is recorded. The scholarship amount is recorded as if money was received, but the appropriate scholarship boxes need to be checked).

c. Paperwork/forms are forwarded to Administrative Assistant II for logging, tracking, recording, and totaling.



*making a difference
in the lives of
your neighbors*



Connie King is committed to kids.

"There are a lot of generous people in Shoreline and they just need a place to give. I am thrilled that this fund has been established and am especially delighted with its potential to expand opportunities for kids in Shoreline."

— Connie King



The Connie King Scholarship Fund



*making a difference
in the lives of
your neighbors*



Parks, Recreation & Cultural Services
17544 Midvale Avenue North
Shoreline, Washington 98133-4921

YOU CAN MAKE A DIFFERENCE

The Connie King Scholarship Fund was established in honor of Connie King, the City of Shoreline's first mayor, and her tireless advocacy for youth in our community. Connie identified the need to implement a donation program benefiting public parks and recreation services for youth in the community.

Make a difference in someone's life by providing them the opportunity to:

- ◆ participate in sports
- ◆ be artistic & creative
- ◆ build self esteem
- ◆ improve health & fitness

Learning to swim is an important skill that can build self confidence.



Sports programs promote physical fitness, self esteem and teambuilding.

Your donation will:

- ◆ connect kids and adults
- ◆ provide safe places for kids to play
- ◆ connect neighbors and families

Throughout the year, a wide variety of recreation, aquatics, teen and cultural programs are available in Shoreline through the Parks, Recreation and Cultural Services Department. Your tax deductible donation to the Connie King Fund will provide scholarships to youth from low and moderate income families who need financial assistance to participate in City recreation programs.

Making a difference in someone's life is the ultimate benefit to our community.

To contribute to the Connie King Scholarship Fund, fill out the attached form. For more information, please call

206-546-5041.

THE CONNIE KING SCHOLARSHIP FUND

(Please make checks payable to City of Shoreline Connie King Fund)

Name _____

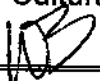
Name of Business or Organization _____

Address _____

City _____ State _____ Zip _____

Amount of tax-deductible gift enclosed \$ _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Review of proposed "Shoreline Parks Legacy Fund" for Park Improvements
DEPARTMENT: Parks, Recreation and Cultural Services
PRESENTED BY: Wendy Barry, Director 

EXECUTIVE / COUNCIL SUMMARY

The purpose of this report is to inform your Council about the development and proposed implementation of the "Shoreline Parks Legacy Fund" for park improvements and to seek your Council consensus to proceed to implement this new program.

Purpose of the Shoreline Parks Legacy Fund

The purpose of the Shoreline Parks Legacy Fund is to provide a means for citizens and businesses to make monetary donations to the City of Shoreline to benefit Parks, Recreation & Cultural Services (PRCS) facilities, equipment and properties. The funds that are donated will be used to make park improvements, such as park benches, picnic tables and playground equipment.

Program Budget Process and Tax Deductible Status

A special program budget, titled "Shoreline Parks Legacy Fund," will be established in the Parks, Recreation and Cultural Services budget that will include revenue and expenditure accounts. Monetary donations received by the City of Shoreline are tax deductible and will not require the establishment of a 501(c)3 foundation or an ordinance to create a new fund. Donations will be receipted as tax deductible according to applicable laws, and deposited in the "Shoreline Parks Legacy Fund" revenue account.

The PRCS Department and Finance Department have established internal procedures and controls to ensure proper receipting, accounting and management of donated funds received for the City's two scholarship funds. The same procedures will apply to the "Shoreline Parks Legacy Fund". (Please see Attachment A: Shoreline Parks Legacy Fund Policies and Procedures) Staff at reception desks for various departments in the City will be trained to provide information about the program to the public and to accept donations. The PRCS Department will be the primary contact to provide the public with information.

Distribution of "Shoreline Parks Legacy Fund" will comply with City of Shoreline Parks, Recreation and Open Space Plan and the Parks Maintenance Standards that were presented to your Council at your February 7 workshop, and applicable master plans. A menu of park improvements will be updated on an annual basis and approved by the PRCS Department.

The PRCS Department staff will be authorized to process donations and administer installation of the improvements. This reflects the current procedure used by the PRCS Department when individuals donate funds for memorial trees, benches and picnic tables for installation in the City's park system. The "Shoreline Parks Legacy Fund" will provide the vehicle to more clearly account for this type of donation and expenditure in the future.

The monetary donations received for park improvements may be used in the same year they are received. This addresses the "immediate gratification" that donors want to experience. The budget would reflect an estimate of anticipated donations to avoid the need for budget amendment. Funds will not be expended unless revenues are available. Over time, we will gain historical data to support estimates. Monies not expended in a given year will be carried over to the next year to ensure the funds are used for their intended purpose.

Promotion

Staff will develop marketing materials to advertise the benefits of donating to the "Shoreline Parks Legacy Fund". A brochure similar to the Connie King Scholarship Fund brochure will be developed. Staff will also develop materials to ensure that donors receive appropriate documentation for tax purposes, as well as, a special thank you from the Mayor and City Council.

Other means to advertise the "Shoreline Parks Legacy Fund" will be utilized, including news releases, promotional activities with neighborhoods, PRCS quarterly "Recreation Guide", flyers/promotion at special events, seasonal promotions, PRCS Department Annual Report, City newsletter, and various recognition materials. Also, recognition of donors can be used to help raise awareness of the "Shoreline Parks Legacy Fund" and used to encourage donors to be "repeat donors" and others to donate to the fund for the first time.

A template for recognition and memorial plaques will be approved by the PRCS Department. Recognition and memorial plaques may be installed when requested by individuals and organizations. The cost of the memorial plaque will be included on the menu of items for public information. This program will not be used as a source for advertising of for-profit enterprises.

Donations of Property, Equipment and Art Work

Donations of property, equipment, art work, etc. are not intended to be covered by this fund and associated policies and procedures. These types of donations will continue to be subject to the review and recommendation of the Parks, Recreation and Cultural Services Advisory Committee, and ultimately, to the approval of your City Council.

Other Donation Opportunities

Donations to the existing City of Shoreline Recreation Scholarship Program and the Connie King Scholarship Program will continue to be promoted and gladly accepted. The establishment of the "Shoreline Parks Legacy Fund" will provide the system necessary to accept any foreseeable donations. Separate revenue and expenditure accounts will be established for each of the three donation programs to ensure appropriate accounting of the funds.

RECOMMENDATION

Staff requests your Council consensus to proceed with the "Shoreline Parks Legacy Fund" as presented. Staff will bring back the policy and procedures as a consent item to your Council after incorporating Council comments.

Approved By: City Manager LB City Attorney N/A

ATTACHMENT

Attachment A: Shoreline Parks Legacy Fund Policies and Procedures



City of ShorelineCity of Shoreline
Parks Recreation and Cultural Services Department
Department Policies and Procedures

ATTACHMENT A

Title & Category Shoreline Parks Legacy Fund Recreation Services	Code No. REC - ____
Department PARKS, RECREATION AND CULTURAL SERVICES	Effective Date:
Approved By	

1.0 Purpose:

SHORELINE PARKS LEGACY FUND PHILOSOPHY

The City of Shoreline wishes to make quality public recreation and park facilities available to all interested participants and park visitors. The City of Shoreline has limited resources and has established the Shoreline Parks Legacy Fund to provide a means for citizens and businesses to make donations to the City of Shoreline to benefit Parks, Recreation & Cultural Services (PRCS) facilities and park infrastructure. The funds that are donated will be used for park improvements, including, but not limited to, picnic tables, benches, trees, etc.

2.0 Policy:

a. ELIGIBLE DONORS

- ◆ The City of Shoreline will accept donations from any citizen or organizations.

b. IMPROVEMENTS

- ◆ Donors may select the type of park improvement from a menu of features provided by the Parks Department.
- ◆ The menu of park features will be updated annually and reviewed by the Parks, Recreation and Cultural Services Advisory Committee. It will include items such as park benches, picnic tables, trees, rest stations along linear trails, park signs, kiosks, and play equipment and their costs.
- ◆ All improvements will comply with the Parks, Recreation and Open Space Plan, and with Park Maintenance Standards, and applicable master plans.



c. RECOGNITION AND MEMORIAL PLAQUES

- ◆ A standard template for recognition and memorial plaques will be approved by the Parks, Recreation and Cultural Services Department.
- ◆ Recognition and memorial plaques may be installed when requested. The donor will pay for the cost of the memorial plaque.
- ◆ Plaques will not be used as a source for advertising of for-profit enterprises.

3.0 Procedure

- a. Department representative receives notice of potential donation (either via phone, "in-person" or in response to marketing flyers and efforts).
- b. Department representative contacts donor to verify the amount of donation and assist the donor in completing donation forms.
- c. Department representative collects donation funds and checks to ensure they are filled out correctly.
- d. Paperwork/forms are forwarded to Administrative Assistant II for logging, tracking, recording, and totaling.
- e. Copy of donation form is provided to the Parks Maintenance Superintendent.
- f. Park Maintenance Superintendent is responsible for coordination of purchase of materials, equipment and installation of donated feature(s).
- g. Department will send thank you letter with appropriate receipt and verification for tax purposes to the donor.