



**SHORELINE
CITY COUNCIL**

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April 13, 2021

Terry White, General Manager
King County Metro Transit
201 South Jackson Street
Seattle, WA 98104

Re: Clarification of support for proposed North Link Connections Mobility Project service changes in Shoreline

Dear Mr. White,

I am writing to update our letter of support for this project, dated February 5, 2021. Since that time, we have had the opportunity to continue our close and collaborative work with Metro staff. In fact, they have spent considerable time with our team, explaining their approach and this has allowed us to learn more about the potential service changes. The additional information, while it does not undermine our fundamental support for Metro's work, raises questions that I would like to bring to your attention.

First, allow me to articulate the frame of reference that Shoreline is using as it approaches this work.

The City of Shoreline has sought to fully align itself with the larger regional vision of creating dense, urban, transit-oriented communities that are accessible to all. To that end, as the region has invested in a multi-billion-dollar light rail system, Shoreline has made major zoning and transportation investment commitments to transit-oriented development, with a mandatory affordable housing component, around its two light rail stations. In fact, the Puget Sound Regional Council has recognized Shoreline as a High-Capacity Transit Community in the new long-range planning document, Vision 2050.

For the value of these local and regional investments to be fully realized, the City believes that they must be fully supported by Metro service. In fact, Shoreline has made its decisions in reliance on Metro providing an adequate level of service after route restructuring takes place.

Since our initial letter of support, we have learned more about Metro's commitment to an equity-driven approach to service planning. This is an approach our City strongly supports and is, in fact, one of our City's top values. We recognize the need to meet both goals of supporting the massive regional investment in light rail by having transit service that supports getting ridership to the stations while providing an equity-driven approach. One

without the other will not result in success. Based on the current equity-driven approach we have learned that this would lead to the transfer of service hours out of Shoreline's subarea, to be used in Metro-identified priority equity areas. We desire clarity for the communities in Shoreline that depend on transit and need to continue to be adequately served, otherwise those most reliant on transit services in our community will not be able to fully benefit from an integrated mass-transit network.

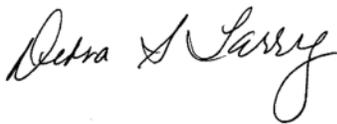
The current level of available information does not appear to provide the City with a clear understanding of how the new priorities would be implemented, how the transfer of hours would be determined, and how effectively Metro Connects will be implemented in Shoreline to serve the new light rail system and our transit-oriented communities.

Moving forward, the City of Shoreline will continue to support Metro's North Link restructuring process while also working with your team to address emerging questions and concerns. Some examples would include:

- How will Metro balance its commitment to regional equity with the need to adequately serve Shoreline's transit-oriented communities and Sound Transit's light rail line? How does Metro define "adequate"? Is this definition one that Shoreline and other cities agree with? This is an issue worthy of additional discussion both locally and regionally.
- In the course of its service planning, Metro is looking at different actions it will or might need to pursue—route restructuring, post-pandemic service restoration, system expansion, and potential service reductions. How will each of these activities proceed? Will they take into account the level of service that the City and region is counting on to support our regional growth model? Will this work consider regional transit investments, environmental health, local land use, and transportation capital investments being made to support Metro operations?

Clearly, these are complex questions, and the City of Shoreline does not expect easy answers. But these issues continue to be a significant focus to our team, as I am sure they are for yours. We look forward to continuing the strong partnership that Shoreline and Metro have enjoyed.

Respectfully,

A handwritten signature in black ink that reads "Debbie Tarry". The signature is written in a cursive, flowing style.

Debbie Tarry
City Manager