



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Meeting Agenda

### King County Transportation District

*Boardmembers: Claudia Balducci, Chair;  
Dave Upthegrove, Vice Chair  
Rod Dembowski, Reagan Dunn, Jeanne Kohl-Welles,  
Kathy Lambert, Joe McDermott, Pete von Reichbauer, Girmay Zahilay*

1:00 PM

Wednesday, March 11, 2020

Room 1001

#### SPECIAL MEETING

1. Call to Order

To show a PDF of the written materials for an agenda item, click on the agenda item below.

2. Roll Call

3. Approval of Minutes of February 24, 2014 and March 3, 2020 pgs 3 & 7

4. Public Comment

#### Discussion and Possible Action

5. TD Resolution No. TD2020-01 pg 9

A RESOLUTION of the King County transportation district relating to financing transportation improvements; submitting a ballot measure regarding public transportation and mobility services funding to the qualified electors of the King County transportation district at a special election to be held on August 4, 2020, and submitting a proposition to district voters to authorize the district to fix and impose a two-tenths of one percent sales and use tax within the district to finance transportation improvements; requesting that the King County prosecutor prepare a ballot title for the proposition; and appointing committees to prepare the pro and con statements for the local voters' pamphlet.

**Sponsors:** Mr. Upthegrove, Ms. Balducci and Ms. Kohl-Welles



*Sign language and communication material in alternate formats can be arranged given sufficient notice (206-1000).*

*TDD Number 206-1024.*

*ASSISTIVE LISTENING DEVICES AVAILABLE IN THE COUNCIL CHAMBERS.*



**6.** TD Resolution No. TD2020-02 **pg 9**

A RESOLUTION of the King County transportation district relating to financing transportation improvements; expressing the intent of the board to use district revenues to maintain the level of transit service in Seattle, expand transit service to meet the needs of communities throughout King County, restructure transit service to promote connections to new regional transportation investments and to regional activity centers, increase investment in safety, speed and reliability improvements, improve access to transit, including access to parking, increase the affordability of transit for people most in need, implement flexible and innovative mobility solutions in communities throughout King County and support the transition to a environmentally-beneficial, zero-emission transit fleet.

**Sponsors:** Ms. Kohl-Welles, Ms. Balducci and Mr. Uptegrove

**7. Adjournment**



# King County

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## Meeting Minutes

### King County Transportation District

*Boardmembers: Larry Phillips, Chair;  
Rod Dembowski, Reagan Dunn, Larry Gossett, Jane Hague,  
Kathy Lambert, Joe McDermott, Dave Upthegrove, Pete von  
Reichbauer*

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3:00 PM

Monday, February 24, 2014

Room 1001

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#### SPECIAL MEETING DRAFT MINUTES

1. **Call to Order**

*The meeting was called to order at 3:50 p.m.*

2. **Roll Call**

**Present:** 9 - Mr. Dembowski, Mr. Upthegrove, Mr. McDermott, Ms. Hague, Ms. Lambert, Mr. Phillips, Mr. Gossett, Mr. von Reichbauer and Mr. Dunn

#### Discussion and Possible Action

3. **Election of chair and vice-chair and executive committee**

*Boardmember McDermott nominated Boardmember Phillips as chair of the Board.  
The motion passed unanimously.  
Boardmember Hague nominated Boardmember Lambert as vice chair of the Board.  
The motion passed unanimously.*

4. **TD Resolution No. TD2014-01**

A RESOLUTION adopting the bylaws for the King County Transportation District.

*John Resha, Board staff, briefed the Board.*

**A motion was made by Boardmember Lambert that this TD Resolution be Passed.  
The motion carried by the following vote:**

**Yes:** 9 - Mr. Dembowski, Mr. Upthegrove, Mr. McDermott, Ms. Hague, Ms. Lambert, Mr. Phillips, Mr. Gossett, Mr. von Reichbauer and Mr. Dunn

## 5. Election of executive committee members

*Boardmember McDermott nominated Boardmember Phillips to the executive committee.  
The motion passed unanimously.  
Boardmember McDermott nominated Boardmember Lambert to the executive committee.  
The motion passed unanimously.  
Boardmember McDermott nominated Boardmember Hague to the executive committee.  
The motion passed unanimously.  
Boardmember McDermott nominated Boardmember Dembowski to the executive committee.  
The motion passed unanimously.*

## 6. Substitute TD Resolution No. TD2014-02.2

A RESOLUTION relating to indemnification and defense of the board of the King County Transportation District from claims against their performance of statutorily-required duties for the district.

*John Resha, Board staff, briefed the Board.*

*Ms. Lambert moved amendment 1. The motion carried unanimously.*

**A motion was made by Boardmember Lambert that this TD Resolution be Passed as Amended. The motion carried by the following vote:**

**Yes:** 9 - Mr. Dembowski, Mr. Upthegrove, Mr. McDermott, Ms. Hague, Ms. Lambert, Mr. Phillips, Mr. Gossett, Mr. von Reichbauer and Mr. Dunn

**7. Substitute TD Resolution No. TD2014-03.2**

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

*The following people spoke:*

*Katie Wilson*

*Pearl Richard*

*Alex Zimmerman*

*Alison Eisinger*

*Rob Johnson*

*Will Knedlik*

*Andrew Jeromsky*

*Tanna Shoyo*

*Sam Bellomio*

*On 2/24/2014, a public hearing was held and closed.*

*John Resha, Board staff, briefed the Board.*

*Ms. Lambert moved amendment 1. The motion passed unanimously.*

*Ms. Lambert moved amendment 2. Ms Hague moved to amend line 4 to delete "Knedik" and insert "Knedlik" and to amend line 5 to delete "Dave" and insert "Dick". The motion passed unanimously.*

*Ms. Hague moved amendment 3. The motion passed unanimously.*

*Ms. Hague moved amendment 4. Mr. Upthegrove moved to amend line 3 to delete "five" and insert "ten", amend line 5 to delete "five" and insert "ten" and delete lines 6-9. The motion passed unanimously.*

*Mr. Dembowski moved a verbal amendment to line 168 after 'with a' and before 'rebate' to insert "twenty dollar (\$20)". The motion was accepted as friendly by Ms. Lambert. The motion carried.*

*Jim Brewer, Legal Counsel, answered questions of the Board.*

**A motion was made by Boardmember Lambert that this TD Resolution be Passed as Amended. The motion carried by the following vote:**

**Yes:** 9 - Mr. Dembowski, Mr. Upthegrove, Mr. McDermott, Ms. Hague, Ms. Lambert, Mr. Phillips, Mr. Gossett, Mr. von Reichbauer and Mr. Dunn

**8. TD Resolution No. 2014-04**

A RESOLUTION authorizing the chair of the King County Transportation District board to execute an interlocal agreement with King County related to the county providing services to the District related to the initial administrative and operational needs of the District.

*John Resha, Board staff, briefed the Board.*

**A motion was made by Boardmember Lambert that this TD Resolution be Passed. The motion carried by the following vote:**

**Yes:** 9 - Mr. Dembowski, Mr. Upthegrove, Mr. McDermott, Ms. Hague, Ms. Lambert, Mr. Phillips, Mr. Gossett, Mr. von Reichbauer and Mr. Dunn

**9. Adjournment**

*The meeting was adjourned at 5:17 p.m.*

Approved this \_\_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Clerk's Signature



# King County

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## Meeting Minutes King County Transportation District

*Boardmembers: Claudia Balducci, Chair;  
Dave Upthegrove, Vice Chair  
Rod Dembowski, Reagan Dunn, Jeanne Kohl-Welles,  
Kathy Lambert, Joe McDermott, Pete von Reichbauer, Girmay  
Zahilay*

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1:00 PM

Tuesday, March 3, 2020

Room 1001

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### DRAFT MINUTES SPECIAL MEETING

1. **Call to Order**

*The meeting was called to order at 2:32 p.m.*

2. **Roll Call**

**Present:** 9 - Ms. Balducci, Mr. Dembowski, Mr. Dunn, Ms. Kohl-Welles, Ms. Lambert, Mr. McDermott, Mr. Upthegrove, Mr. von Reichbauer and Mr. Zahilay

3. **Public Comment**

*The following people spoke:  
Alex Tsimerman  
Alex Hudson  
Kirk Hovenkotter  
Anna Zivarts*

### Discussion and Possible Action

4. **Election of board chair and vice-chair**

*Boardmember McDermott made a motion to nominate Boardmember Balducci as chair of the Board. The motion carried.*

*Boardmember McDermott made a motion to nominate Boardmember Upthegrove as vice-chair of the Board. The motion carried.*

**5. Briefing: Regional Transit Funding**

*Mary Bourguignon, Council Staff, briefed the Council and answered questions.*

*John Resha, Assistant General Manager for Finance and Administration, Metro Transit Department, briefed the Council and answered questions.*

*Diane Carlson, Director, Capital Division, briefed the Council and answered questions.*

*Chris O'Claire, Director, Mobility Division, briefed the Council and answered questions.*

**6. Adjournment**

*The meeting adjourned at 3:48 p.m.*

Approved this \_\_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Clerk's Signature





**King County**

**King County Transportation District**

**STAFF REPORT**

<b>Agenda Item:</b>		<b>Name:</b>	Leah Krekel-Zoppi Mary Bourguignon
<b>Proposed No.:</b>	TD2020-01 TD2020-02	<b>Date:</b>	March 11, 2020

**SUBJECT**

**Proposed Resolution TD2020-01** would submit a ballot measure to voters to provide funding for public transportation and mobility services.

**Proposed Resolution TD2020-02** would function as a companion to the proposed transit funding measure, by documenting the intent of the King County Transportation District (KCTD) Board regarding funding and programming allocations for the funding measure.

**SUMMARY**

**Proposed Resolution TD2020-01** would place a ballot measure before voters at the August 2020 election, seeking a 0.2 percent increase in the sales tax for transit service investments in King County. Such as measure could raise an estimated \$160 million in its first year. The proposed ballot measure resolution, as currently drafted, would direct funding to the following priorities:

- **Transit service hours** in Seattle and throughout King County, with a goal of increasing transit service by 10 percent countywide;
- **Safety and speed and reliability improvements**, such as dedicated bus lanes, improved intersections, or queue jumps for buses;
- **Affordability**, such as no- or low-cost fares for low-income transit riders;
- **Zero-emissions** investments to make the transit fleet more environmentally sustainable; and
- **Innovation and access improvements**, including first and last mile connections, flexible transit services, improved parking, non-motorized access, and safety at transit stations.

The proposed ballot measure, as currently drafted, states that transit service investments would prioritize connections to light rail and bus rapid transit stations, and to underserved areas, and would be consistent with adopted Metro policies and plans.

**Proposed Resolution 2020-TD020-02** as currently drafted documents the KCTD Board’s intent for the use of transit funding measure proceeds, specifically around: use

of adopted policies to guide spending; priorities for spending; engagement; and accountability.

## **BACKGROUND**

### **Transportation Benefit Districts**

Washington State law (RCW 36.73) allows for the creation of local Transportation Benefit Districts (TBDs) to raise revenue for and implement transportation improvements. TBDs may be established by the legislative authority of a county or city, and they can encompass territory within a jurisdiction’s boundaries, the boundaries of multiple jurisdictions, or a portion of the territory within a jurisdiction’s boundaries.<sup>1</sup>

The state law provides funding authority for TBDs as shown in Table 1 on the next page. Voter approval of Initiative 976 in November 2019 removed the authority for TBDs to use vehicle license fees as a funding source,<sup>2</sup> so those funding sources are crossed out in Table 1.

**Table 1. Transportation Benefit District Funding Sources**

<b>Funding Source</b>	<b>Authorizing Statute</b>	<b>Voter Approval Needed?</b>	<b>Max Rate</b>	<b>Max Term</b>
<b>Non-voted Vehicle License Fee</b> <i>I-976 removed this</i>	RCW 82.80.140; 36.73.040(3)(B); 36.73.065	No	\$50 <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction
<b>Voted Vehicle License Fee</b> <i>I-976 removed this</i>	RCW 82.80.140; 36.73.040(3)(B); 36.73.065	Yes	\$100	No restriction
<b>Sales Tax</b>	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>
<b>Development Impact Fee</b>	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>
<b>Tolls</b>	RCW 36.73.040(3)(d)	Yes	As limited by the Transportation Commission and voters	As limited by the Transportation Commission and voters
<b>Property Tax Excess Levy</b>	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>

<sup>1</sup> RCW 36.73.020

<sup>2</sup> There is a pending lawsuit challenging the constitutionality of I-976.

Funding Source	Authorizing Statute	Voter Approval Needed?	Max Rate	Max Term
Local Improvement District (LID)	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds

According to RCW 36.73.020, TBDs are, “for the purpose of acquiring, constructing, improving, providing, and funding a transportation improvement within the district that is consistent with any existing state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.”

The statute defines "transportation improvement" as, “a project contained in the transportation plan of the state, a regional transportation planning organization, city, county, or eligible jurisdiction as identified in RCW 36.73.020(2). A project may include investment in new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, public transportation, and other transportation projects and programs of regional or statewide significance including transportation demand management. Projects may also include the operation, preservation, and maintenance of these facilities or programs.”<sup>3</sup>

### King County Transportation District

In 2014, King County created the King County Transportation District (KCTD) with Ordinance 17746.<sup>4</sup> The KCTD’s geographic boundaries are those of King County.<sup>5</sup> It is governed by a board made up of the members of the King County Council.

The KCTD Board placed a countywide transit and roads funding measure on the ballot in April 2014.<sup>6</sup> Because that measure was not approved by voters, the City of Seattle TBD placed a Seattle-specific, six-year transit funding measure on the ballot.<sup>7</sup> Seattle voters approved this measure in November 2014. The City and County subsequently approved a Community Mobility Contract<sup>8</sup> that allows Seattle to purchase additional transit service hours from King County Metro for the duration of Seattle’s funding measure. Seattle’s purchased service began with an additional 220,000 annual service hours on more than 50 Metro routes and has since scaled up to more than 350,000 annual service hours on nearly 75 routes in and around Seattle.

Seattle’s measure expires at the end of 2020, after which funding for those purchased transit services would need to be renewed by Seattle voters, funded from a different source (such as the KCTD), or terminated.

<sup>3</sup> RCW 36.73.015(6)

<sup>4</sup> The KCTD replaced a prior King County TBD.

<sup>5</sup> The KCTD Board could choose to change its boundaries, if desired, with 10 days advance notice and a public hearing. Note that, per state law, King County can have only one TBD at a time (though each city can have its own TBD).

<sup>6</sup> Resolution TD2014-03

<sup>7</sup> Seattle TBD Resolution 12 placed a six-year measure on the November 2014 ballot that was comprised of a \$60 vehicle license fee and a 0.1% sales tax.

<sup>8</sup> Ordinance 17978

## Regional Transit Planning and Funding Strategies

In early 2016, the Council adopted an updated Strategic Plan for Public Transportation and updated Service Guidelines for Metro,<sup>9</sup> following a regional process that included recommendations from a Service Guidelines Task Force and adoption of these policy documents by the Regional Transit Committee.

The **Service Guidelines** were developed to evaluate, design, and modify transit services to meet changing needs. The Service Guidelines are used as the basis for an annual System Evaluation Report, which measures the performance of Metro's services and identifies investment needs for the system, according to the investment priorities established in the Service Guidelines.

The **Strategic Plan for Public Transportation** was developed to define a vision for the future of King County's public transportation system and sets objectives, goals, strategies, and measures for achieving that vision. It also directed Metro to:

- Establish and maintain a long-range transit service and capital plan developed in collaboration with local comprehensive and regional long-range transportation planning;<sup>10</sup>
- Explore and implement cost efficiencies, including operational and administrative efficiencies;<sup>11</sup>
- Establish fund management policies that ensure stability through a variety of economic conditions;<sup>12</sup> and
- Establish a sustainable funding structure to support short- and long-term public transportation needs.<sup>13</sup>

In response to these policy documents, the Executive and Council convened a Special Committee on Transit, which developed and adopted fund management policies for Metro<sup>14</sup> to establish updated reserve policies and priorities for the use of transit funds.

In addition, in response to the Strategic Plan's identification of the need for a long-range transit plan, the Council adopted **METRO CONNECTS**,<sup>15</sup> which envisioned expanded transit service networks for 2025 and 2040 based on the Regional Transportation Plan and the County and cities' adopted Comprehensive Plans, as well as a goal of increasing transit service hours by 70 percent by 2040. Like the Strategic Plan and Service Guidelines, METRO CONNECTS was developed through a regional process and adopted by the Regional Transit Committee before it was adopted by the Council.

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<sup>9</sup> Ordinance 18301

<sup>10</sup> Ordinance 18301 Attachment A Strategy 6.1.2

<sup>11</sup> Ordinance 18301 Attachment A Strategy 6.2.1

<sup>12</sup> Ordinance 18301 Attachment A Strategy 6.3.3

<sup>13</sup> Ordinance 18301 Attachment A Objective 6.3

<sup>14</sup> Ordinance 18321

<sup>15</sup> Ordinance 18449

METRO CONNECTS was developed as an unconstrained plan and was not fully funded. Estimates at the time indicated that by 2040, existing revenue forecasts could fund almost 30 percent of the additional capital costs and approximately 50 percent of the additional service hours.<sup>16</sup>

In Fall 2018, in response to the long-range regional funding need identified in METRO CONNECTS and to prepare for the 2020 expiration of the Seattle transit funding measure, the King County Council passed Motion 15252, which asked the Executive to work in coordination with the Council to initiate a regional planning effort during 2019 to address the implementation of METRO CONNECTS as well as ongoing transportation maintenance needs.

The Executive transmitted a report in early 2019 as required by Motion 15252 summarizing potential transit funding options through King County or the KCTD.<sup>17</sup> That report was used as the basis for briefings at the Regional Transit Committee<sup>18</sup> and with local elected officials, the County Council, transit stakeholders, and community members on transit funding needs and options. As described in the Executive's 2019 report in response to Motion 15252, one option to fund regional transit needs would be for the KCTD to propose a countywide funding measure to King County voters.

## **ANALYSIS**

### **Proposed Resolution TD2020-01: Ballot Measure**

Proposed Resolution TD2020-01 would submit a transit and mobility funding ballot measure to King County voters at the August 4, 2020 election. The measure would ask voters to authorize a 0.2 percent sales tax increase for a term of ten years to finance transit-related transportation improvements in King County. A summary of the proposed ballot measure can be found in Attachment 3.

Section 3 of the proposed ballot measure resolution, as currently drafted, specifies that proceeds from the proposed sales tax would be used first to pay for administrative costs of the district, including the costs attributable to the KCTD for the election and to the state Department of Revenue for administration of the sales tax. After these administrative costs, the remainder of the proceeds would be dedicated to a range of transit-related transportation improvements allowed under state law.<sup>19</sup> Specifically, as delineated in Section 2 (Priorities for Uses) and Section 4 (Use of Revenues) of the proposed resolution, proceeds would be allocated to:

- **Transit service hours** in Seattle and throughout King County, with a goal of increasing transit service by 10 percent countywide;
- **Safety and speed and reliability improvements**, such as dedicated bus lanes, improved intersections, or queue jumps for buses;

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<sup>16</sup> Ordinance 18449 Attachment A page 82.

<sup>17</sup> 2019-RPT0075

<sup>18</sup> 2019-B0101

<sup>19</sup> Chapter 36.73 RCW

- **Affordability**, such as no- or low-cost fares for low-income transit riders;
- **Zero-emissions** investments to make the transit fleet more environmentally sustainable; and
- **Innovation and access improvements**, including first and last mile connections, flexible transit services, improved parking, non-motorized access, and safety at transit stations.

Section 2 of the proposed resolution states that included within those priorities would be maintaining transportation improvements provided by the Seattle Transportation District measure expiring December 31, 2020, including transit service levels, affordability programs, and innovative services.

Section 4 of the proposed resolution states that the KCTD Board, or its successor, would allocate funding to the above priorities on a biennial basis. This provision would allow the KCTD Board to make budgeting decisions for the revenue raised by the proposed measure on a biennial basis over the ten year span of the measure.

### ***Transit Service Hours***

Section 2.A.1 of the proposed resolution states that increasing transit service throughout King County would be a priority for use of sales tax proceeds from the proposed ballot measure. The proposed resolution states the goal of “increasing overall transit service levels by ten percent, and continuing transit service levels funded by Seattle Proposition 1 passed by Seattle voters in November 2014.”

Section 2.B.1 of the proposed resolution states that a priority should be given to transit service investments that connect to regional light rail and bus rapid transit stations, as well as transit service to connect historically underserved areas not served by regional high capacity transit to employment and activity centers.

Section 2.B.2 states that investments made by the proposed resolution must be allocated consistent with the Service Guidelines<sup>20</sup> and METRO CONNECTS,<sup>21</sup> as adopted or updated hereafter, and that transit service investments should be guided by the annual descriptions in the System Evaluation report.<sup>22</sup>

Section 4.C.1 states that transit service investments would be an eligible use for funding from the sales tax proceeds. The proposed resolution states that these investments would be made consistent with the Service Guidelines<sup>23</sup> and METRO CONNECTS,<sup>24</sup> as adopted or updated hereafter, and that these investments would include the service planning and engagement needed to guide transit investments.

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<sup>20</sup> Ordinance 18301

<sup>21</sup> Ordinance 18449

<sup>22</sup> Formally known as the Service Guidelines report, required by Ordinance 17143, as amended by Ordinance 17597

<sup>23</sup> Ordinance 18301

<sup>24</sup> Ordinance 18449

As noted above, Section 4.B states that all allocations, including for transit service investments would be made by the KCTD Board (or its successor) on a biennial basis.

What these sections mean in practice is that, as part of the biennial budget process, the KCTD Board would use information from Metro's annual System Evaluation report, which is itself based on the adopted Service Guidelines, to identify need for transit service investments and allocate service hours, using the priority goals for maintaining Seattle service levels, expanding countywide service, enhancing connections to high capacity transit, and providing connections to historically underserved areas.

As an example, according to Metro's 2019 System Evaluation Report,<sup>25</sup> Metro's analysis found that 455,150 annual service hours are needed to address overcrowding, improve reliability, and meet unserved transit demand in King County.

Metro has provided estimated costs to fund an increase of between 350,000 and 550,000 annual service hours over the next decade. An increase of approximately 450,000 annual service hours would represent an increase of approximately 10 percent of Metro's annual service hours. Metro estimates the operating and capital costs of increasing transit service by 450,000 annual service hours over the ten-year span of the proposed ballot measure would average approximately \$43 million per year.

In terms of the proposed resolution's priority to maintain Seattle's currently funded service levels, Metro has estimated that continuing current levels of transit service currently funded by Seattle's expiring transit funding measure would require approximately 350,000 annual service hours, at an estimated annual cost of approximately \$60 million.

[METRO CONNECTS](#) envisions increasing Metro's transit service to a total of six million service hours each year by 2040. Using a funding measure to maintain Seattle's current 350,000 service hours and to add an additional 450,000 services hours by 2030 would bring Metro service levels to approximately five million, requiring an investment of an additional one million hours during the final decade of METRO CONNECTS.

In addition to guidance about service investments, [Metro's Service Guidelines](#) also include policy guidance that when new regional transit service is established, such as extensions or service enhancements to Link light rail and Sound Transit bus services, Metro's transit service should be restructured to connect with and not duplicate that service.<sup>26</sup>

Sound Transit's system expansion plans include the following Link light rail and Bus Rapid Transit (BRT) stations, which will be opening in King County within the next five years.

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<sup>25</sup> Motion 15602

<sup>26</sup> Metro Service Guidelines pgs. 21-22 and pg. 17 (Ordinance 18301)

**Table 2. Planned High Capacity Transit Stations in King County**

<b>Station Location</b>	<b>Service Type</b>	<b>Estimated Opening</b>
<b>Seattle - Roosevelt</b>	Light rail	2021
<b>Seattle - Northgate</b>	Light rail	2021
<b>Shoreline</b>	Light rail and BRT	2024
<b>Lake Forest Park</b>	BRT	2024
<b>Kenmore</b>	BRT	2024
<b>Bothell</b>	BRT	2024
<b>Woodinville</b>	BRT	2024
<b>Kirkland</b>	BRT	2024
<b>Redmond</b>	Light rail	2024
<b>Bellevue</b>	Light rail and BRT	2023 and 2024
<b>Mercer Island</b>	Light rail	2023
<b>Renton</b>	BRT	2024
<b>Tukwila</b>	BRT	2024
<b>Burien</b>	BRT	2024
<b>Kent/Des Moines</b>	Light rail	2024
<b>Federal Way</b>	Light rail	2024

For some of these system expansion locations, such as Northgate, existing Metro service duplicates the path of the planned Sound Transit expansion, providing transit service hours that can be reallocated to enhance connections to the new Sound Transit service. In other areas, however, such as for the Lynnwood Link extension, East Link extension, BRT along Interstate 405 and State Route 522, and the Federal Way Link extension much of the existing bus service is currently provided by Sound Transit, not by Metro, providing Metro with limited existing service hour capacity to provide residents in those areas with enhanced connections to the new high capacity transit. In those situations, funding from this proposed ballot measure could potentially be deployed, following adopted policies in the Service Guidelines, to provide for enhanced connections.

State law<sup>27</sup> requires that transportation improvements made through a TBD be consistent with existing state, regional, or local transportation plans. For the KCTD, as noted above, the primary transportation plans that would guide investments would be the King County Metro Service Guidelines, as described in the annual System Evaluation Report, and the METRO CONNECTS long-range plan.

Metro has indicated the intention of transmitting proposed updates to the Service Guidelines, METRO CONNECTS, and the Strategic Plan for Public Transportation in 2021. Metro's stated goals for updating these plans are to incorporate the long-range vision established in METRO CONNECTS, as well as the Guiding Principles and recommendations from Metro's Mobility Framework.<sup>28</sup>

<sup>27</sup> Chapter 36.73 RCW

<sup>28</sup> Proposed Motion 2019-0464



Sections 2.B.2 and 4.C.1.a of the proposed resolution state that transit investments funded through the KCTD must be consistent with the Service Guidelines and METRO CONNECTS. If those policy documents are updated during the course of the next decade (which would require approval by ordinance by the Regional Transit Committee and Council), the updated policies (as approved by ordinance) would guide investment allocations. The overarching guidance to prioritize transit investments in connections to regional high capacity transit stations and in historically underserved areas, found in Section 2.B.2 of the proposed resolution would remain in place throughout the ten-year measure.

### ***Safety and speed and reliability improvements***

Section 2.A.2 of the proposed resolution states that investment in safety and speed and reliability improvements is a priority for allocation of sales tax proceeds. Section 4.C.5 provides more specificity around these types of investments, stating that these include the “planning, design, installation and management of improvements to optimize the speed and reliability of public transportation and mobility services, including, but not limited to, dedicated right-of-way and new technologies to optimize the existing transportation system.”

According to Metro, Metro currently spends an average of \$7 million per year<sup>29</sup> on speed and reliability improvements, such as bus-only lanes, traffic signals that give priority to transit, and intersection improvements that also enhance safety. Metro has stated that a transit funding measure that includes an additional \$3 to \$9 million annually for these types of improvements could fund an additional one to eight projects per year.

METRO CONNECTS identifies a need to double capital investments for keeping buses moving through congestion and on schedule by 2040.

### ***Affordability***

Section 2.A.3 of the proposed resolution states a priority to make transit more affordable for those in need throughout King County and to continue the affordability programs funded by Seattle’s funding measure. Section 4.C.2 provides more specificity about potential investments in this area, specifying that sales tax proceeds could be used for subsidized fares for people with low incomes or for services and programs to improve and support access to transit service for people with special transportation needs, including but not limited to low-income people, people of color, people with disabilities, and limited English speaking populations.

In February 2020, the King County Council passed legislation<sup>30</sup> enacting an income-based fare program to launch in mid-2020 that would provide fully subsidized annual transit passes to people with household earnings of 80 percent of the federal poverty level or less, and enrolled in state benefit programs. Metro estimates the cost of this

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<sup>29</sup> Not including investments in new RapidRide lines.

<sup>30</sup> Ordinance 19058 and Motion 15600

program will average \$12 million in net costs annually. The program is not yet funded beyond 2020. The proposed ballot measure could support implementation of this program, or, if desired, an expansion of support for fare subsidies.

Additionally, Seattle's transit funding measure has supported the Seattle ORCA Opportunity Program, which provides free unlimited transit passes to students and low income residents. A countywide funding measure could support continuation of this program.

### ***Zero-emissions***

Section 2.A.5 of the proposed resolution identifies transitioning Metro's transit fleet to zero-emissions as a priority for the potential ballot measure. Section 4.C.3 provides further specificity by identifying as eligible for investment expenses related to the transition of the Metro fleet to zero-emission and other fleet maintenance and capital improvements.

In February 2020, the King County Council passed legislation<sup>31</sup> requiring the implementation of a strategy to accelerate the adoption of electric vehicles. That legislation included a goal of Metro achieving a zero-emissions bus fleet by 2035. Metro is currently working on planning and design of the infrastructure needed to transition Metro to fully electric buses, and anticipates providing detailed cost estimates in September 2020. One of the major costs of converting to an electric fleet would be installing electric bus charging infrastructure and making other upgrades at Metro's seven existing transit bases, as well as a planned new base. Metro has estimated the following costs to install charging infrastructure at the new South Annex Base, to retrofit the existing North Base, and to retrofit the Central/Atlantic Ryerson Bases.

- South Annex (2021-2022): Estimated cost \$165 million (annual debt service \$11 million)
- North Base (2023-2024): Estimated cost \$166 million (annual debt service \$11 million)
- Central/Atlantic/Ryerson (2025-2026): Estimated cost \$448 million (annual debt service \$30 million)

These costs are not currently funded or included in Metro's financial plan. A countywide funding measure could provide funding to install electric charging infrastructure at one or more of Metro's bases.

### ***Innovation and access improvements***

Section 2.A.5 of the proposed resolution sets as a priority for investment implementing innovative mobility services and improved parking, non-motorized access, and safety at transit stations countywide, including continuing innovative mobility services funded by Seattle's transit funding measure. Section 4.C.4 provides more specificity on innovative services and improved transit access identifying the following as eligible for investment:

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<sup>31</sup> Ordinance 19052

- First and last mile services that connect transit riders to fixed route bus service and high capacity transit stations;
- Alternative services, such as vanpools, transit routes with flexible service areas, community shuttles, and real-time ridesharing;
- Improved access to transit stations, including expanded parking facilities, improved pedestrian and non-motorized access, and innovative technology and parking management practices; and
- Improvements to enhance access to and safety at public transit stops and stations.

Metro provides a range of projects, programs, and services that complement its fixed-route bus service. These include first and last mile connections to transit stations, access improvements that make it safer and easier for people to reach transit stations, and technology innovations to make it easier to use transit. A countywide funding measure could include additional funding for projects such as first and last mile connections to transit, additional parking stalls or parking technologies, and non-motorized transit access projects.

Metro states that a first/last mile project like the current Via service connecting people to light rail stations in Tukwila and Southeast Seattle costs approximately \$5 million annually per project, and that adding parking capacity to the transit system could range between \$5 and \$20 million annually, depending on the number of parking stalls added.

Additionally, Seattle's current transit funding measure includes funding for Trailhead Direct to connect people to hiking trails in King County, and Via service in Southeast Seattle.

### ***Accountability***

Section 5 of the proposed resolution contains a provision that the KCTD Board would annually review the projects and programs carried out by Metro with the sales tax revenues for consistency with this resolution. To inform the review, Metro would be required to identify and evaluate services, projects and programs through its annual System Evaluation report.

### **Proposed Resolution TD2020-02: Companion Resolution**

This “companion” resolution would provide clarity and document the KCTD Board’s intent for the use of transit funding measure proceeds. A summary of the proposed resolution can be found in Attachment 4.

The proposed resolution would state the intent that:

- **Spending would follow adopted transportation policies.** Section A of the proposed resolution states the intent of the Board that all KCTD revenues would be spent consistent with adopted policies, as they are currently adopted or later

updated. These policies would include the Strategic Plan for Public Transportation, Service Guidelines, and METRO CONNECTS, as well as the Seattle Transit Master Plan and the adopted transportation plans of other cities.

- **Priorities for spending would be identified.** Section B of the proposed resolution states the intent of the Board that priorities for spending would include:
  - Increasing transit service levels, in a way that would maintain Seattle service levels, provide for a 10 percent increase in service countywide, and improve connections to high capacity transit and between activity centers;
  - Enhancing safety, speed, and reliability of transit;
  - Improving access to transit, including access to parking for people who must drive to get to transit;
  - Expanding the availability of innovative and flexible mobility services;
  - Making transit more affordable for people most in need; and
  - Supporting the sustainability of the system by moving to a zero-emission fleet and adding charging infrastructure to bus bases.
  
- **Engagement would be robust and transparent.** Section C of the proposed resolution identifies a number of stakeholders, including the King County Council, Regional Transit Committee, city of Seattle, Sound Cities Association, Sound Transit, King County regional transportation boards, Seattle Transportation Advisory Board, Equity Cabinet, and community representatives from communities that have historically been underserved.
  
- **Accountability would be ensured through an annual review.** Section D of the proposed resolution states that the System Evaluation report would guide Metro in identifying and evaluating services, projects, and programs. It also identifies a number of stakeholders with whom Metro should consult, including the Regional Transit Committee, King County’s regional transportation boards, and the Seattle Transportation Advisory Board.

## **RESPONSES TO BOARD MEMBER QUESTIONS**

At the March 3, 2020 KCTD meeting, Board members raised a number of questions. Attachment 5 includes answers to Frequently Asked Questions (FAQ) about transportation benefit districts, the King County Transportation District, the Seattle 2014 transit funding measure, and potential components of a funding package. This attachment responds to many of the questions raised at the March 3, 2020, KCTD meeting. This FAQ document will be updated following each KCTD meeting.

Councilmember questions and responses:

- Request for more information about the development impact fee: Legal counsel will provide a more detailed response, but this is a project-specific funding source that would not be able to be used for countywide transit service.
- Request for more information about whether roads can be included in KCTD: See attached FAQ
- Questions about KCTD boundaries and boundary changes: See attached FAQ
- Questions about electrification costs and cost estimates: See attached FAQ for general information. The electrification cost estimates provided by Metro include charging infrastructure at Metro's bases. Additional costs, such as purchasing electric buses, are included in the cost estimates for adding transit service. Federal formula funding is available to be applied towards the purchase of electric buses, similar to the way these funds are available for diesel bus purchases, but there are currently no known federal grants available towards the costs of installing electric charging infrastructure.
- Question about how equity is incorporated into Metro's currently adopted Service Guidelines: See FAQ for general information. Equity is incorporated into Metro's current Service Guidelines by establishing higher target service levels for corridors serving a high percentage of minority and/or low-income riders.
- Question regarding how far the proposed funding measure would go toward METRO CONNECTS: See the Transit Service Investments section of this staff report and the FAQ.
- Question about revenue from Metro's Permit Parking Program: According to Metro, in the month of January permit program administration and enforcement cost \$31,952, and revenue collected (less local sales and commercial parking taxes) totaled \$15,417. Metro anticipates permit revenue numbers will be larger for both February and March and state that a revenue outlook beyond March is unclear, given shifting demand as a result of the novel coronavirus.

## **SCHEDULE AND NEXT STEPS**

As an independent government, the KCTD Board is able to develop a funding measure of its own to propose to voters. Once the KCTD Board votes on a funding measure resolution, the action is final.<sup>32</sup> For an August 2020 ballot measure, if that is desired, the Clerk would need to transmit the final ballot resolution to Elections by the ballot deadline of May 8.

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<sup>32</sup> The KCTD is a separate and independent government. That means that regional and Council committees are not involved in its work. The KCTD could deliberate on a funding measure as a full, nine-member Board; or alternatively, could rely on its Executive Committee to develop a proposal to bring to the full Board for final action.

In order to provide certainty to local jurisdictions, in particular the City of Seattle, as its elected leaders contemplate plans for next steps following the end of Seattle's transit funding measure, representatives from the City of Seattle has stated that it would be desirable for the KCTD to approve a measure by the end of the month. The Seattle representatives have stated that would be the minimum amount of time they would need to place a renewal transit funding measure on the ballot for Seattle voters, should the KCTD decide not to act.

If KCTD does not act in time to place a transit funding measure on the August ballot, or does not provide enough certainty for Seattle to place its own transit funding measure on the August ballot, or if a countywide transit funding measure fails before voters in August, Seattle would have a gap in funding to sustain current transit service levels resulting in the period when funding from their existing measure expires until the next transit service change after they were able to begin collecting revenue from a successful transit funding measure. Such a funding gap could result in what Seattle has estimated to be a \$15 million to \$60 million shortfall, or the need to cut substantial transit service equivalent to approximately 10 percent of Metro's overall transit service.

The following dates and times have been proposed for special meetings of the KCTD:

- March 11, 1:00 PM
- March 17 (time to be determined)
- March 23 or 24, details to be determined

The goal of a meeting on March 17 would be to consider potential amendments to the proposed resolutions discussed at today's meeting. The goal of a meeting during the week of March 23 would be to consider action on placing a resolution on the ballot.

### **INVITED**

- Rob Gannon, General Manager, King County Metro
- John Resha, Assistant General Manager for Finance and Administration, King County Metro
- Chris O'Claire, Director, Mobility Division, King County Metro
- Diane Carlson, Director, Capital Division, King County Metro

### **ATTACHMENTS**

1. Proposed Resolution TD2020-01
2. Proposed Resolution TD2020-02
3. Summary of TD2020-01
4. Summary of TD2020-02
5. KCTD Frequently Asked Questions, updated March 10, 2020



**Signature Report**

**TD Resolution**

**Proposed No.** TD2020-01.1

**Sponsors** Upthegrove, Balducci and Kohl-Welles

1           A RESOLUTION of the King County transportation  
2           district relating to financing transportation improvements;  
3           submitting a ballot measure regarding public transportation  
4           and mobility services funding to the qualified electors of  
5           the King County transportation district at a special election  
6           to be held on August 4, 2020, and submitting a proposition  
7           to district voters to authorize the district to fix and impose a  
8           two-tenths of one percent sales and use tax within the  
9           district to finance transportation improvements; requesting  
10          that the King County prosecutor prepare a ballot title for  
11          the proposition; and appointing committees to prepare the  
12          pro and con statements for the local voters' pamphlet.

13          WHEREAS, the Metro transit department is the largest public transportation  
14          agency in the Puget Sound region, providing nearly five hundred thousand rides each day  
15          throughout King County through a combination of fixed-route, contracted, shared and  
16          flexible mobility services, and was named the "best large transit system in North  
17          America" by industry peers in 2018, and

18          WHEREAS, Metro transit service keeps 190,000 cars off the road each weekday  
19          and frees up the equivalent of seven freeway lanes during peak commute hours, and

20 WHEREAS, King County is growing quickly, with a projected population of 2.7  
21 million people by 2040. That has led to growth in and out of the dense urban parts of  
22 King County, in part because of increasing housing costs, which have required many  
23 households to move further from job and activity centers to areas that are less well-served  
24 by transit, and

25 WHEREAS, METRO CONNECTS, the Metro transit department's long-range  
26 plan, which was adopted in 2017 by Ordinance 18449, outlines a vision for responding to  
27 population growth and increased transportation needs through a 70 percent increase in  
28 public transportation and mobility service hours by 2040 and the supporting capital  
29 infrastructure needed to accommodate regionally forecasted growth throughout King  
30 County, and

31 WHEREAS, METRO CONNECTS outlines a 2025 network of expanded  
32 frequent, express, local and flexible services across King County that is expected to  
33 require approximately 5.4 billion dollars in additional capital costs and 860,000  
34 additional annual service hours, and

35 WHEREAS, by 2040, METRO CONNECTS envisions adding 2.5 million new  
36 service hours above 2015 levels, making it so 73 percent of households are within half a  
37 mile of frequent transit service, and improving equitable access to transit by ensuring 77  
38 percent of minority households and 87 percent of low-income households have access to  
39 frequent transit service, and

40 WHEREAS, Ordinance 17143 as amended, establishes the King County Metro  
41 Service Guidelines. The guidelines have the purpose of establishing the criteria and  
42 methodology for the Metro transit department to use as it designs and modifies transit



43 services and engages with the public to create services that meet community needs in an  
44 ever-changing environment. The guidelines also have a stated objective of helping the  
45 Metro transit department ensure that its community engagement and decision-making  
46 processes are objective, transparent, aligned and responsive to the regional goals for the  
47 public transportation system, and

48 WHEREAS, the 2019 System Evaluation report, which evaluates the performance  
49 of Metro transit department service based on the criteria prescribed by the King County  
50 Metro Service Guidelines, identified a need for an additional 455,150 annual service  
51 hours in order to address overcrowding and transit reliability and to provide transit  
52 service levels consistent with the demand, land use, and communities served by each  
53 route, and

54 WHEREAS, the Metro transit department's mobility framework, which was  
55 developed during 2019 in coordination with transit riders, community members and  
56 elected leaders from throughout King County, outlines a vision for an equitable,  
57 sustainable, integrated and innovative system that supports healthy communities, a  
58 thriving economy and a sustainable environment, and outlines the need for an equitable  
59 and sustainable focus in transit and mobility service investments, and

60 WHEREAS, the Metro transit department has already established and  
61 implemented a number of equity-focused programs to make public transit more  
62 affordable and accessible to people in need, including the human services transit ticket  
63 program, the regional reduced fare program for seniors and people with disabilities, the  
64 reduced-fare ORCA LIFT program for people with household income of less than double  
65 the federal poverty level, the Access paratransit program for people with disabilities who

66 are unable to use fixed-route transit, the Community Connections program for residents  
67 of areas not easily served by fixed-route transit and innovative rideshare programs such  
68 as Via to Transit that provide convenient shuttle service to high-capacity transit, and

69 WHEREAS, Metro transit service plays a crucial role in reducing carbon  
70 emissions by reducing the number of single-occupant vehicles on the road and by  
71 displacing approximately four times more greenhouse gas emissions than it generates,  
72 resulting in a net displacement of approximately 600,000 metric tons of carbon dioxide  
73 equivalent each year, and

74 WHEREAS, King County recently adopted Ordinance 19058 establishing an  
75 income-based fare program that will provide fully subsidized annual transit passes to  
76 people enrolled in state benefit programs and earning household incomes at or below 80  
77 percent of the federal poverty level, and Ordinance 19052 establishing the goal to  
78 transition the Metro transit department's bus fleet to zero-emission by 2035, and

79 WHEREAS, achieving the regional transit service vision outlined in the METRO  
80 CONNECTS long-range plan, expanding the availability of innovative and flexible  
81 mobility services, implementing the equity-focused investments outlined in the mobility  
82 framework, increasing transit affordability for those most in need and supporting the  
83 transition to a zero-emission bus fleet will require additional resources, and

84 WHEREAS, the public transportation and mobility services provided by the  
85 Metro transit department are eligible, under chapter 36.73 RCW, to use revenues imposed  
86 by city or county transportation benefit districts and approved by voters, and

87 WHEREAS, King County Ordinance 17746 established the King County  
88 transportation district with the authority to fund, acquire, construct, operate, improve,

89 provide, maintain and preserve transportation improvements authorized by chapter 36.73  
90 RCW, and

91 WHEREAS, the King County transportation district has the legal authority to fix  
92 and impose up to a two-tenths of one percent sales and use tax for up to ten years within  
93 the district under RCW 82.14.0455 with approval of a majority of district voters, and

94 WHEREAS, Seattle Ordinance 123397 established the Seattle transportation  
95 benefit district to invest in bicycle, pedestrian, freight mobility and transit enhancements  
96 and provide people with choices to meet their mobility needs, and

97 WHEREAS, on November 4, 2014, Seattle voters approved Seattle transportation  
98 benefit district Proposition 1, which provided funding for six years through a one-tenth of  
99 one percent sales and use tax and a sixty-dollar annual vehicle license fee for the  
100 expansion of transit services and low-income transportation equity, and that funding will  
101 expire at the end of 2020, and

102 WHEREAS, given the need for funding to maintain the public transportation and  
103 mobility services currently funded through the Seattle transportation benefit district and  
104 for additional revenue to expand public transportation and mobility services countywide  
105 to provide service to all communities in the county and to make transit more accessible  
106 and affordable to people in need, it is appropriate for the King County transportation  
107 district to seek funding for public transportation and mobility services countywide;

108 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING  
109 COUNTY TRANSPORTATION DISTRICT:

110 SECTION 1. Tax submittal to voters. To provide necessary revenue for the  
111 purposes identified in section 4 of this resolution, the King County transportation district

112 shall submit to the qualified electors of the district a proposition authorizing the district to  
113 fix and impose, for ten years, a two-tenths of one percent sales and use tax.

114 **SECTION 2. Priorities for uses.**

115 A. It is the intent of the district that revenues generated by this proposition, less  
116 the administrative costs identified in section 3 of this resolution be allocated to the  
117 following priorities:

118 1. Increasing transit service throughout King County, with a goal of increasing  
119 overall transit service levels by ten percent, and continuing transit service levels funded  
120 by Seattle Proposition 1 passed by Seattle voters in November 2014;

121 2. Investing in safety and speed and reliability improvements;

122 3. Making transit more affordable for those most in need throughout King  
123 County and continuing affordability programs funded by Seattle Proposition 1 passed by  
124 Seattle voters in November 2014;

125 4. Transitioning the Metro transit department's transit fleet to zero-emissions;  
126 and

127 5. Implementing innovative mobility services and improved parking, non-  
128 motorized access, and safety at transit stations countywide, including continuing  
129 innovative mobility services funded by Seattle Proposition 1 passed by Seattle voters in  
130 November 2014.

131 B. It is the intent of the district that transit service additions funded by district  
132 revenues should:

133 1. Prioritize investments in transit service to connect to regional light rail and  
134 bus rapid transit stations, as well as transit service to connect historically underserved

135 areas not served by regional high capacity transit to employment and activity centers; and

136           2. Be allocated consistent with the King County Metro Service Guidelines, as  
137 adopted by Ordinance 18301 or amended hereafter, as described in the annual service  
138 guidelines report (also known as the system evaluation report) as required by Ordinance  
139 17143 and amended by Ordinance 17597 or as amended hereafter, in a manner that  
140 reflects the METRO CONNECTS long-range plan, as adopted by Ordinance 18449, or  
141 amended hereafter.

142           SECTION 3. Distribution of revenues. The district sales and use tax shall first  
143 pay any costs incurred by the district that are attributable to the special election called for  
144 in section 7 of this resolution, any administrative costs to the state Department of  
145 Revenue and the administrative costs of the district. The district intends to contract with  
146 King County to expend those remaining revenues.

147           SECTION 4. Use of revenues.

148           A. The revenues generated by this proposition, less the administrative costs  
149 identified in section 3 of this resolution, shall be used by the district consistent with this  
150 resolution to fund transportation improvements permitted by chapter 36.73 RCW,  
151 including but not limited to, the acquisition, construction, operation, improvement,  
152 provision, maintenance and preservation of public transportation services, programs and  
153 facilities within the boundaries of King County, or to pay debt service on any bonds or  
154 other indebtedness issued from time to time to fund the transportation improvements  
155 authorized in this resolution.

156           B. On a biennial basis, the King County Transportation District Board, or its  
157 successor, shall allocate funding to the priorities listed in Subsection A of this section.

158 C. The public transportation and mobility services carried out with the sales and  
159 use tax revenues must be projects or programs contained in the transportation plan of the  
160 Puget Sound Regional Council, King County or a city within King County that are:

161 1. Transit service investments

162 a. The provision of Metro transit department public transportation and mobility  
163 services that are consistent with the King County Metro Service Guidelines, as adopted  
164 by Ordinance 18301 or the METRO CONNECTS long-range plan, as adopted by  
165 Ordinance 18449, or updated hereafter;

166 b. The service planning and public engagement for the provision of Metro  
167 transit department public transportation and mobility services;

168 2. Improved access and affordability for those persons most in need

169 a. Services and programs to improve and to support access to transit service for  
170 persons with special transportation needs, including but not limited to, low-income  
171 people, people of color, people with disabilities and limited English-speaking  
172 populations;

173 b. Subsidized fares for people with low incomes;

174 3. Transition of the Metro transit department's fleet to zero-emission and other  
175 fleet maintenance and capital improvements

176 a. The operation, maintenance and repair of Metro transit department vehicles,  
177 equipment and facilities; and

178 b. The acquisition and replacement of Metro transit department vehicles and  
179 equipment, including but not limited to acquisition of electric or other zero-emission  
180 vehicles and the planning, design, construction and implementation of Metro transit

181 department capital improvements, including but not limited to installation of electric  
182 vehicle charging infrastructure;

183 4. Innovative services and improved transit access

184 a. First and last mile services that connect transit riders to fixed route bus  
185 service and high capacity transit stations;

186 b. Alternative services, such as vanpools, transit routes with flexible service  
187 areas, community shuttles and real-time ridesharing;

188 c. Improved access to transit stations including implementing, maintaining and  
189 expanding parking facilities, improving pedestrian and non-motorized access to transit  
190 and applying innovative technology and management practices to the park-and-ride  
191 network;

192 d. The planning, design, installation and management of improvements to  
193 enhance access to and safety at public transit stops and stations; and

194 e. The implementation of transportation demand management programs;

195 5. Speed and reliability improvements

196 a. The planning, design, installation and management of improvements to  
197 optimize the speed and reliability of public transportation and mobility services,  
198 including, but not limited to, dedicated right-of-way and new technologies to optimize the  
199 existing transportation system.

200 D. Consistent with RCW 36.73.020, the transportation improvements carried out  
201 with the sales and use tax revenues shall be needed by existing or reasonably foreseeable  
202 congestion levels, and selection of the transportation improvements shall, to the extent  
203 practicable, consider the following criteria:

- 204 1. Reduced risk of transportation facility failure and improved safety;  
205 2. Improved travel time;  
206 3. Improved air quality;  
207 4. Increases in daily and peak period trip capacity;  
208 5. Improved modal connectivity;  
209 6. Cost-effectiveness of the investment;  
210 7. Optimal performance of the system through time; and  
211 8. Improved accessibility for, or other benefits to, persons with special  
212 transportation needs.

213 E. For the purposes of defining a transportation plan under chapter 36.73 RCW  
214 and this section, unless the context clearly requires otherwise:

215 1. "The transportation plan of King County" includes, as adopted and updated,  
216 the Transportation Element of the King County Comprehensive Plan, the King County  
217 Metro Transit Strategic Plan for Public Transportation, the King County Metro Transit  
218 long-range plan, which is METRO CONNECTS, the King County Metro Service  
219 Guidelines, the annual King County Metro Transit Service Guidelines Report and the  
220 Transportation Needs Report;

221 2. "The transportation plan of a city" means its transportation program adopted  
222 and annually revised and extended as required by RCW 35.77.010; and

223 3. "The transportation plan of the Puget Sound Regional Council" means its  
224 transportation improvement program developed and updated as required by RCW  
225 47.80.023.

226 **SECTION 5. Accountability.** Annually, the board of the district shall review the



227 projects and programs carried out by the Metro transit department with these sales and  
228 use tax revenues for consistency with this resolution. To inform the review, the Metro  
229 transit department shall identify and evaluate services, projects and programs carried out  
230 with the sales and use tax revenues in the annual service guidelines report required by  
231 Ordinance 17597, or its successor.

232 SECTION 6. Definition of city. For the purposes of this resolution, unless the  
233 context clearly requires otherwise, "city" means a city or an incorporated town.

234 SECTION 7. Call for special election. The district hereby request that the King  
235 County director of elections call a special election on August 4, 2020, to consider a  
236 proposition authorizing the district to fix and impose, for ten years, a sales and use tax in  
237 the amount of two-tenths of one percent for the purposes described in this resolution.  
238 The King County director of elections shall cause notice to be given of this resolution in  
239 accordance with the state constitution and general law and to submit to the qualified  
240 electors of the district, at the said special county election, the proposition hereinafter set  
241 forth, in the form of a ballot title substantially as follows:

242 KING COUNTY TRANSPORTATION DISTRICT

243 PROPOSITION NO. \_\_\_\_\_

244 King County Transportation district passed Resolution No. TD2020-01  
245 concerning funding for public transportation and mobility services. If  
246 approved, this proposition would fund and repay indebtedness issued  
247 for, among other things, bus service and associated capital  
248 improvements, investments to improve transit speed and reliability and  
249 increase access to transit, programs to increase access to public

250 transportation and mobility services for people with special needs. It  
251 would authorize the district to impose a sales and use tax for a term of  
252 ten years of 0.2% under RCW 82.14.0455, as proposed in Resolution  
253 No TD2020-01.

254 Should this proposition be approved?

255 Yes

256 No

257 **SECTION 8. Voters' pamphlet preparation and distribution.** The King  
258 County director of elections is hereby requested to prepare and distribute a local voters'  
259 pamphlet, in accordance with K.C.C. 1.10.010, for the special election called for in this  
260 resolution, the cost of the pamphlet to be included as part of the cost of the special  
261 election.

262 **SECTION 9. Ratification.** Certification of the proposition by the clerk of the  
263 district to the director of elections in accordance with law before the election on August  
264 4, 2020, and any other acts consistent with the authority and before the effective date of  
265 this resolution are hereby ratified and confirmed.

266 **SECTION 10. Severability.** If any provision of this resolution or its application

267 to any person or circumstance is held invalid, the remainder of the resolution or the  
268 application of the provision to other persons or circumstances is not affected.  
269

KING COUNTY TRANSPORTATION  
DISTRICT  
KING COUNTY, WASHINGTON

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Claudia Balducci, Chair

ATTEST:

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Melani Pedroza, Clerk of the District

**Attachments:** None

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**Signature Report**

**TD Resolution**

**Proposed No.** TD2020-02.1

**Sponsors**

1           A RESOLUTION of the King County transportation  
2           district relating to financing transportation improvements;  
3           expressing the intent of the board to use district revenues to  
4           maintain the level of transit service in Seattle, expand  
5           transit service to meet the needs of communities throughout  
6           King County, restructure transit service to promote  
7           connections to new regional transportation investments and  
8           to regional activity centers, increase investment in safety,  
9           speed and reliability improvements, improve access to  
10          transit, including access to parking, increase the  
11          affordability of transit for people most in need, implement  
12          flexible and innovative mobility solutions in communities  
13          throughout King County and support the transition to a  
14          environmentally-beneficial, zero-emission transit fleet.

15          WHEREAS, King County's Metro transit department ("Metro") is the largest  
16          public transportation agency in the Puget Sound region, providing nearly five hundred  
17          thousand rides each day throughout King County through a combination of fixed-route,  
18          contracted, shared and flexible mobility services, and

19          WHEREAS, METRO CONNECTS, Metro's long-range plan, which was adopted

20 in 2017 by Ordinance 18449, outlines a vision for a seventy percent increase in public  
21 transportation and mobility service hours by 2040 and the supporting capital  
22 infrastructure needed to accommodate regionally forecasted growth throughout King  
23 County, and

24 WHEREAS, King County is growing quickly, and that growth in population  
25 underscores the need for the increase in public transportation and mobility services  
26 envisioned by METRO CONNECTS, and

27 WHEREAS, King County's population growth has led to displacement of  
28 affordable housing and overall increasing housing costs, which have required many  
29 households to move further from job and activity centers to less dense areas that are less  
30 well served by transit, resulting in a need for additional equity-focused transit and  
31 mobility service investments, as outlined in Metro's mobility framework, which was  
32 developed during 2019 in coordination with transit riders, community members and  
33 elected leaders from throughout King County, and

34 WHEREAS, Metro has already established and implemented a number of equity-  
35 focused programs to make public transit more affordable and accessible to people in  
36 need, including the human services transit ticket program, the regional reduced fare  
37 program for seniors and people with disabilities, the reduced-fare ORCA LIFT program  
38 for people with household income of less than double the federal poverty level, the  
39 Access paratransit program for people with disabilities who are unable to use fixed-route  
40 transit, the Community Connections program for residents of areas not easily served by  
41 fixed-route transit and innovative rideshare programs such as Via to Transit that provide  
42 convenient shuttle service to high-capacity transit, and

43           WHEREAS, achieving the regional transit service vision outlined in the METRO  
44   CONNECTS long-range plan and the equity-focused investments outlined in the mobility  
45   framework will require additional resources, and

46           WHEREAS, the public transportation and mobility services provided by Metro  
47   are eligible, under chapter 36.73 RCW, to use revenues imposed by city or county  
48   transportation benefit districts and approved by voters, and

49           WHEREAS, on November 4, 2014, Seattle voters approved Seattle transportation  
50   benefit district Proposition 1, which provided funding for six years and that expires at the  
51   end of 2020, through a one-tenth of one percent sales and use tax and a sixty-dollar  
52   annual vehicle license fee for the expansion of transit services and low-income  
53   transportation equity, and

54           WHEREAS, Seattle elected officials have expressed support for maintaining this  
55   level of service, focusing on making transit the first choice by investing in frequent, all-  
56   day service to get riders where they want to go, provide access to opportunity for all by  
57   supporting new transit connections and increasing transit affordability for those most in  
58   need and continuing investments to improve the rider experience including improvements  
59   in speed and reliability of buses throughout Seattle and the region, and

60           WHEREAS, elected leaders and community members throughout King County  
61   have expressed the need for increased transit investment throughout the county, with a  
62   particular focus on serving areas with unmet need, developing and strengthening  
63   connections to new regional transportation investments such as Link light rail, improving  
64   speed and reliability of transit services, implementing innovative and flexible mobility  
65   services to increase access to transit and reducing the environmental impact of the transit

66 system by transitioning to a zero-emission transit fleet, and

67 WHEREAS, given the need for funding to maintain the public transportation and  
68 mobility services currently funded through the Seattle transportation benefit district and  
69 for additional revenue to expand public transportation and mobility services countywide  
70 to provide service to all communities in the county and to make transit more accessible  
71 and affordable to people in need, the King County transportation district has voted to  
72 place a measure on the August 4, 2020, ballot to seek approval for a two-tenths of one  
73 percent increase to the sales and use tax to provide funding for public transportation and  
74 mobility services countywide;

75 BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE KING  
76 COUNTY TRANSPORTATION DISTRICT:

77 A. It is the intent of the board that district revenues be allocated to fund  
78 transportation improvements permitted by chapter 36.73 RCW consistent with adopted  
79 transportation plans, including:

80 1. The King County Strategic Plan for Public Transportation, as adopted by  
81 Ordinance 18301, the Metro Service Guidelines, as adopted by Ordinance 18301 and the  
82 METRO CONNECTS long-range plan, as adopted by Ordinance 18449, or as hereafter  
83 updated;

84 2. The transportation improvement plan of the Puget Sound Regional Council,  
85 as currently adopted or as hereafter updated;

86 3. The transportation element of the King County Comprehensive Plan or the  
87 comprehensive plans of any of the cities located within King County, as currently  
88 adopted or as hereafter updated;



89           4. The Seattle Transit Master Plan, as adopted by Resolution 31367 and  
90 amended by Resolution 31648, or as hereafter amended; and

91           5. The transportation plans of any of the other cities within King County, as  
92 currently adopted and as annually revised and extended as required by RCW 35.77.010.

93           6. To pay debt service on any bonds issued to fund the transportation  
94 improvements authorized in this resolution.

95           B. It is the intent of the board that district revenues be prioritized to provide  
96 access and opportunities for all by focusing on strategies to make the transit system more  
97 integrated, innovative, equitable and sustainable, specifically by:

98           1. Increasing transit service throughout King County, with a goal of increasing  
99 overall transit service levels by ten percent, continuing transit service levels funded by  
100 Seattle Proposition 1 passed by Seattle voters in November 2014 and improving transit  
101 connections to high-capacity transit and regional activity centers;

102           2. Improving safety, speed and reliability to improve the rider experience and  
103 reduce travel time for buses by investing in capital improvements around the region,  
104 including but not limited to bus access lanes, queue jumps, signalization, improvements  
105 to congestion hot spots and other improvements to allow transit to move more quickly;

106           3. Improving access to transit by providing safe and easy access to transit hubs  
107 and bus stops for people who walk, bike or roll, as well as parking and parking demand  
108 management technology for people who must drive to reach transit;

109           4. Implementing innovative and flexible mobility services to provide first and  
110 last mile connections between communities and high capacity transit, as well as  
111 additional technology for services such as real-time arrival, parking demand management

112 and other services to enhance the use of transit;

113           5. Improving affordability for those persons most in need, including youth and  
114 people with low incomes, by investing in reduced or subsidized fares, including the  
115 income-based fare program established by Ordinance 19058; and

116           6. Increasing the sustainability of the system by supporting the transition to a  
117 zero-emission transit fleet and by investing in electric charging infrastructure at bus bases  
118 consistent with the goals outlined in Ordinance 19052.

119           C. Consistent with the Service Guidelines and the Strategic Plan for Public  
120 Transportation, it is the intent of the board that robust and transparent community  
121 engagement inform the allocation of district revenues. To inform the allocation of  
122 resources, Metro should consult with elected leaders and community representatives,  
123 including but not limited to the King County council, the council's regional transit  
124 committee, city of Seattle, Sound Cities Association, Sound Transit, King County's  
125 regional transportation boards, the Seattle transit advisory board, Metro's mobility equity  
126 cabinet, representatives from communities historically lacking in access to or  
127 underserved by transit and any other organization necessary to ensure that allocations of  
128 district revenues reflect community needs.

129           D. It is the intent of the board that accountability for district spending be assured  
130 through an annual review by the board of the projects and programs funded by the  
131 district. To inform the review, the Metro transit department shall identify and evaluate  
132 services, projects and programs carried out with the sales and use tax revenues in the  
133 annual service guidelines report required by Ordinance 17143, as updated. To prepare  
134 for this annual review, Metro should consult with King County's regional transportation

135 boards, the Seattle transportation advisory board and the regional transit committee.

136

KING COUNTY TRANSPORTATION  
DISTRICT  
KING COUNTY, WASHINGTON

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Claudia Balducci, Chair

ATTEST:

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Melani Pedroza, Clerk of the District

**Attachments:** None

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## Outline of Proposed Ballot Measure Resolution TD2020-01

<b>Section 1</b>	Submit 0.2% sales tax to voters for 10 years
<b>Section 2</b>	<b>Priorities</b>
<b>2.A</b>	The KCTD intends revenue from the ballot measure to be allocated for these priorities: <ul style="list-style-type: none"> <li>a. Increasing countywide transit service by 10% and continuing Seattle service</li> <li>b. Safety and speed and reliability improvements</li> <li>c. Making transit more affordable for those need, and continuing Seattle's affordability programs</li> <li>d. Transitioning Metro's transit fleet to zero-emissions</li> <li>e. Implementing innovative mobility services and improved parking, non-motorized access, and safety at transit stations countywide and continuing Seattle's innovative mobility services</li> </ul>
<b>2.B</b>	State that transit service additions funded by the district should: <ol style="list-style-type: none"> <li>1. Prioritize investments in service to connect to regional light rail and bus rapid transit stations, as well as service to historically underserved areas of King County not served by regional high capacity transit; and</li> <li>2. Be allocated consistent with the King County Metro Service Guidelines, as adopted or amended hereafter, as described in the annual service guidelines report (also known as the system evaluation report), and in a manner that reflects the METRO CONNECTS long-range plan, as adopted or amended hereafter.</li> </ol>
<b>Section 3</b>	<ul style="list-style-type: none"> <li>• Revenues from tax go first to election costs, then to admin costs of WA DOR and District</li> <li>• KCTD intends to contract with King County to spend remaining \$</li> </ul>
<b>Section 4</b>	<b>Use of Revenues</b>
<b>4.A</b>	Revenues to be used by KCTD (after election and admin costs) for transportation improvements consistent with 36.73 RCW
<b>4.B</b>	On a biennial basis, the King County Transportation District Board, or its successor, shall allocate funding to the priorities
<b>4.C</b>	Revenues must be spent on projects or programs consistent with "transportation plan" of PSRC, King County, or a city:
<b>4.C.1</b>	<b>Transit service investments:</b> <ul style="list-style-type: none"> <li>a. Metro services consistent with Service Guidelines and METRO CONNECTS (current or as amended)</li> <li>b. Service planning and public engagement needed to deliver these services</li> </ul>
<b>4.C.2</b>	<b>Improved affordability for those most in need:</b> <ul style="list-style-type: none"> <li>a. Services and programs to improve access to transit for people with special transportation needs, including low-income</li> <li>b. Subsidized fares for people with low incomes</li> </ul>
<b>4.C.3</b>	<b>Electrification of Metro's fleet and other fleet maintenance and capital improvements:</b> <ul style="list-style-type: none"> <li>a. Operation, maintenance and repair of Metro vehicles, equipment and facilities</li> <li>b. Acquisition and replacement of vehicles and equipment, including electric vehicles and charging infrastructure</li> </ul>
<b>4.C.4</b>	<b>Innovative services and improved transit access:</b> <ul style="list-style-type: none"> <li>a. First and last mile services</li> <li>b. Alternative services (vanpools, transit routes with flexible services, community shuttles, ride-sharing)</li> <li>c. Improved access to transit stations, including expanded parking, pedestrian and non-motorized access, applying innovative technology and parking management to park-and-ride network</li> <li>d. Planning, design, installation and management of improvements to enhance access to and safety at transit stops</li> <li>e. Implementation of transportation demand management programs</li> </ul>
<b>4.C.5</b>	<b>Speed reliability improvements:</b> <ul style="list-style-type: none"> <li>a. Planning, design, installation, and management of improvements to optimize speed and reliability</li> </ul>

<b>4.D</b>	General list of state-allowed transportation improvements
<b>4.E</b>	List of what transportation plans include: <ol style="list-style-type: none"> <li>1. Transportation plan of King County includes Transportation element of Comprehensive Plan, Service Guidelines, Strategic Plan for Public Transportation, METRO CONNECTS</li> <li>2. Transportation plan of a city</li> <li>3. Transportation plan of PSRC means the Transportation Improvement Program</li> </ol>
<b>Section 5</b>	<b>Accountability Measures</b> Review of projects and programs. Board to review annually using System Evaluation.
<b>Section 6</b>	Definition of city
<b>Section 7</b>	Call for special election: August 4, 2020 This section includes the ballot title
<b>Section 8</b>	<b>Voters' pamphlet</b> NOTE – this will require a separate resolution to appoint voters' pamphlet committees
<b>Section 9</b>	Ratification – must go to Elections by deadline
<b>Section 10</b>	Severability

### KCTD Companion Resolution Outline

The companion resolution would accompany the ballot measure. It could provide a way to affirm the KCTD’s intent about the types of projects, programs, and services to be funded with a ballot measure, as well as the way that funding decisions would be approached.

<b>A</b>	<b>Spending will follow <u>adopted policies</u></b> (As currently adopted or as those policies are updated)
A.1	Metro policies: Strategic Plan, Service Guidelines, METRO CONNECTS (as currently adopted OR as updated hereafter)
A.2	PSRC transportation improvement plan
A.3	Transportation Element of KC Comp Plan or any city Comp Plan
A.4	Seattle Transit Master Plan
A.5	Adopted transportation plans of any other city
<b>B</b>	<b>Priorities for spending</b>
B.1	<b>Increase transit service</b> , including maintaining Seattle’s service levels, expanding countywide service by 10%, and increasing connections to high capacity transit and between activity centers.
B.2	<b>Safety, speed &amp; reliability</b>
B.3	<b>Improve access, including parking</b>
B.4	<b>Innovative &amp; flexible services</b>
B.5	<b>Affordability</b> (such as income-based fares, ORCA Opportunity)
B.6	<b>Sustainability</b> (such as electrification / zero-emission fleet, base infrastructure)
<b>C</b>	<b>Engagement</b> – commitment to work with: <ul style="list-style-type: none"> <li>• KC Council</li> <li>• RTC</li> <li>• Seattle</li> <li>• SCA</li> <li>• Sound Transit</li> <li>• KC regional transportation boards</li> <li>• Seattle transit advisory board</li> <li>• Equity Cabinet</li> <li>• Other community representatives (underserved communities)</li> </ul>
<b>D</b>	<b>Accountability</b> – commitment to annual review by KCTD <ul style="list-style-type: none"> <li>• Use System Evaluation plan to inform review</li> <li>• Prepare for review by consulting with: <ul style="list-style-type: none"> <li>○ KC regional transportation boards</li> <li>○ Seattle transit advisory board</li> <li>○ RTC</li> </ul> </li> </ul>

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# KING COUNTY TRANSPORTATION DISTRICT

## F R E Q U E N T L Y   A S K E D   Q U E S T I O N S

Updated: March 10, 2020

### Transportation Benefit Districts – General Information

#### What is a Transportation Benefit District (TBD)?

A TBD is an independent taxing authority that is allowed by state law<sup>1</sup> to raise revenue for and implement local transportation improvements.

TBDs may be established by the legislative authority of a county or city. A TBD can encompass all or just a portion of the territory within a jurisdiction's boundaries, or it can be established as partnerships between multiple jurisdictions.

#### What can a TBD do?

According to state law,<sup>2</sup> a TBD can acquire, construct, improve, provide, and fund transportation improvements that are consistent with any existing state, regional, or local transportation plans. and necessitated by existing or reasonably foreseeable congestion levels. Under state law, a TBE is to consider the following criteria when selecting transportation improvements:

- Reduced risk of transportation facility failure and improved safety;
- Improved travel time;
- Improved air quality;
- Increases in daily and peak period trip capacity;
- Improved modal connectivity;
- Improved freight mobility;
- Cost-effectiveness of the investment;
- Optimal performance of the system through time; and
- Improved accessibility for, or other benefits to, persons with special transportation needs.

#### How many TBDs can a jurisdiction have?

Each city or county can establish one TBD. That TBD can encompass the city's or county's entire territory or only part of the territory. It is possible for a county to have a TBD and also for individual cities located within that county to have their own TBDs, but each individual city or county cannot establish more than one TBD of its own. (For example, King County has a TBD and Seattle has a TBD, but King County can only have one TBD.)<sup>3</sup>

#### What funding sources can a TBD use?

There are three basic categories of funding sources statutorily authorized for TBDs:

- **Vehicle License Fees.** Imposition of both councilmanic and voter-approved vehicle license fees. With the voters approving I-976 last Fall, the authority to impose such a fee

<sup>1</sup> RCW chapter 36.73

<sup>2</sup> RCW 36.73.020(1)

<sup>3</sup> Note that if there is a joint city-county TBD, that counts as the one for each of the city and the county.

has been eliminated as a funding source. However, there is a pending lawsuit challenging the constitutionality of I-976.

- **Sales Tax.** Submission of a ballot measure to the TBD's voters to impose up to 0.2% sales tax for up to 10 years.
- **Time-Limited or Geographically Specific Sources.** Use of other funding sources that are either time-limited (such as submitting to the voters a ballot measure for a one-year property tax excess levy)<sup>4</sup> or tied to specific geographic areas or projects (development impact fees, tolls, and local improvement districts).<sup>5</sup>

## King County Transportation District – General Information

### What is the King County Transportation District (KCTD)?

The KCTD was created by the King County Council in 2014.<sup>6</sup> Its geographic boundaries are those of King County (the KCTD replaced an earlier TBD that covered only unincorporated King County). It is governed by a board made up of the members of the King County Council. The KCTD Board placed a countywide transit and roads funding measure on the ballot in April 2014. That measure was not approved by voters.

### Could the boundaries of the KCTD be changed?

As noted above, the boundaries of the KCTD are the boundaries of King County. These boundaries could be changed by a vote of the KCTD Board. To do that, the Board must conduct a public hearing on its intent to change the boundaries, the notice of which must be published in a newspaper of general circulation within the district not less than ten days before the hearing date. The Board could then adopt a resolution establishing the new boundaries. Any funding measure proposed by the KCTD would apply to all the territory within the KCTD.

### What can the KCTD fund?

The KCTD can fund transportation improvements identified in a transportation plan, using the criteria set by state law and described above. The ordinance establishing the KCTD identified the following types of projects as eligible to be funded by the KCTD:

- The provision of Metro Transit public transportation services;
- The service planning and public engagement for the provision of Metro transit public transportation services;
- The operation, maintenance, and repair of Metro Transit vehicles, equipment, and facilities;
- The acquisition and replacement of Metro Transit vehicles and equipment and the planning, design, and implementation of Metro Transit capital improvements;
- The implementation of transportation demand management programs;
- The planning, design, and implementation of capital improvement, preservation, and restoration projects for road facilities such as streets, roads, bridges, signals, guardrails, drainage systems, pedestrian and bicycle pathways, and related facilities and improvements;

<sup>4</sup> RCW 36.73 This excess property tax levy could extend for up to 40 years if bonded, would require 60% voter approval plus a required percentage of participation from the previous election.

<sup>5</sup> RCW 36.73.120 (development fees), .040(3), (tolls) and .080 (local improvement districts)

<sup>6</sup> Ordinance 17746

- The operation, maintenance, and repair of road facilities such as streets, roads, bridges, signals, guardrails, drainage systems, bicycle pathways, and related facilities and improvements;
- The provision of emergency responses to protect road facilities and public health and safety; or
- The planning, design, installation, and management of intelligent transportation systems including traffic cameras, control equipment, and new technologies to optimize the existing transportation system.<sup>7</sup>

### **Seattle Transportation Benefit District (Seattle TBD) – General Information**

#### **What is the Seattle TBD?**

The Seattle TBD was created in 2010 by the Seattle City Council.<sup>8</sup> Its boundaries were the corporate limits of the City, and it was governed by a Board made up of the Seattle City Council.

In 2016, the Seattle City Council assumed the Seattle TBD into Seattle city government.<sup>9</sup> This means that the City of Seattle is now responsible for making decisions related to Seattle TBD funding or projects.

#### **What has the Seattle TBD funded?**

In May 2011, the Seattle TBD imposed a \$20 councilmanic vehicle license fee. In November 2014, the Seattle TBD proposed<sup>10</sup> and Seattle voters approved a six-year funding measure comprised of a \$60 vehicle license fee and 0.1% sales tax.

Most of the transportation improvements funded by the Seattle TBD are provided by King County Metro through a contract between Seattle and King County.<sup>11</sup> As of this writing, Seattle purchases approximately 350,000 annual bus service hours on nearly 75 routes in and around Seattle (nearly 10% of Metro's total fixed-route service). In addition, Seattle provides funding to make transit more affordable (specifically through the ORCA Opportunity program that provides free ORCA cards to high school students) and to support innovative mobility services (such as Via to Transit and Trailhead Direct).

#### **When does Seattle's funding end?**

Presuming that I-976 is upheld as constitutional, Seattle's voter-approved TBD funding expires at the end of 2020. The Seattle TBD's voted mix of funds currently provides approximately \$80 million annually. (Each 0.1% sales tax within Seattle raises approximately \$33.5 million per year, with the \$60 vehicle license fee responsible for the remainder.)

The \$20 councilmanic vehicle license fee would continue beyond 2020 if Initiative 976 is determined to be unconstitutional. If Seattle were to let its voted funding lapse and Initiative 76 is determined to be unconstitutional, Seattle could increase its councilmanic vehicle license fee to a total of \$50. A \$50 councilmanic vehicle license fee in Seattle (if Initiative 976 is determined to be unconstitutional) could raise approximately \$38 million per year.

<sup>7</sup> Ordinance 17746

<sup>8</sup> Seattle Ordinance 123397

<sup>9</sup> Seattle Ordinance 125070

<sup>10</sup> Seattle TBD Resolution 12

<sup>11</sup> Ordinance 17978

### Timing and Procedural Information for a KCTD Ballot Measure

#### If the KCTD wants to place a measure on the ballot, what is the deadline for action?

The last ballot date that would allow for sales tax funding to begin on January 1, 2021, is August 4, 2020. The deadline to place a measure on that ballot is May 8, 2020.

However, representatives from the Seattle City Council and Seattle Mayor's Office have asked that the KCTD make a decision about a potential countywide funding measure by the end of March so that the City of Seattle has the option to proceed with a renewal of its Seattle TBD funding on the August ballot if the KCTD chooses not to propose a countywide measure.

#### What dates have been proposed for KCTD special meetings?

The following dates and times have been proposed for special meetings of the KCTD:

- March 11, 1:00 PM
- March 17, 1:00 PM (potentially after Council, to be determined)
- March 23 or 24, details to be determined

### Potential Contents for a Countywide Transit Funding Measure

#### What is the estimate for what a 0.2% sales tax measure would raise?

A 0.2% sales tax implemented countywide would raise approximately \$160 million per year. Please note, however, that the sales tax is a volatile funding source. This is the current estimate, but it may not hold steady over time.

#### What general categories might be included in a countywide transit funding measure?

Based on its analysis of regional transit needs, Metro has suggested the following categories of funding:

- Renewed Seattle funding
- Regional bus service
- Access to Transit: Affordability
- Access to Transit: Innovation
- Speed and Reliability Improvements
- Electrification

Each of these categories is discussed in more detail below.

#### RENEWED SEATTLE FUNDING

##### How might continuing Seattle's service be incorporated into a countywide measure?

Metro has indicated that approximately \$70 million (first year estimate) could sustain Seattle's service, by maintaining the existing service levels and continuing affordability and innovation projects.

## REGIONAL BUS SERVICE

### How far could a funding measure go toward achieving the METRO CONNECTS vision?

Metro currently operates about 4.2 million hours of service each year (including the 350,000 hours purchased by Seattle).<sup>12</sup> The adopted long-range plan, METRO CONNECTS, envisions a transit network in 2040 with 6 million annual hours of service.<sup>13</sup> Metro has indicated that a 0.2% sales tax measure could allow for gradual increases in bus service to reach a total by the end of the ten-year funding measure of:

- 350,000 additional hours (approximate cost of \$33.5 million/year); or
- 450,000 additional hours (approximate cost of \$43 million/year); or
- 550,000 additional hours (approximate cost of \$52.5 million/year).

Funding and implementing any of these options would require funding for more than 1 million additional service hours during the 2031-2040 decade (after the end of a 2021-2030 funding measure) to achieve the METRO CONNECTS vision.

### How would decisions about where to allocate new transit service be made?

Decisions about adding or restructuring service are based on Metro's adopted policy documents, specifically the Strategic Plan for Public Transportation,<sup>14</sup> Service Guidelines<sup>15</sup> and METRO CONNECTS.<sup>16</sup>

Any changes to these documents would require review and approval by the Regional Transit Committee and the Council.

In addition, any specific service change proposals require approval by the Council unless the proposal affects the weekly service hours for a route by 25% or less, or a change in the route's location does not move any stop more than ½ mile.<sup>17</sup>

The Strategic Plan for Public Transportation sets goals, objectives, strategies, and measures to guide the transit system.

METRO CONNECTS outlines an envisioned transit service network for 2025 and 2040 and outlines the service and capital investments that would be required to achieve that network.

The Service Guidelines provide guidance on restructuring service, for instance to connect with new light rail lines or to accommodate new RapidRide service. They also establish protocols for setting target service levels on specific corridors, as well as priorities for evaluating where and when additional service is needed. These priorities are:

1. Crowding
2. Schedule reliability
3. Growing the all-day and peak-only network  
Ranked by productivity (50%), social equity (25%), geographic value (25%)
4. Route productivity

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<sup>12</sup> Motion 15602 (2019 System Evaluation Report)

<sup>13</sup> Ordinance 18449 (METRO CONNECTS)

<sup>14</sup> Ordinance 18301, Attachment A

<sup>15</sup> Ordinance 18301, Attachment B

<sup>16</sup> Ordinance 18449, Attachment A

<sup>17</sup> KCC 28.94.020

Each year, Metro is required to use the Service Guidelines to evaluate its current service and prepare a System Evaluation report.<sup>18</sup> The most recent System Evaluation report,<sup>19</sup> which was transmitted to Council in October 2019, identified a total investment need of 455,150 annual service hours to meet target service levels and improve service quality.

Metro is in the process of updating its policy documents and has indicated the intention of transmitting updates in January 2021 for consideration by the Regional Transit Committee and Council. One of the stated reasons for updating the policies is to incorporate the Guiding Principles and recommendations from Metro's Mobility Framework, "which articulates a vision for a regional mobility system that builds on Metro's existing network of transit services to become more innovative, integrated, equitable, and sustainable."<sup>20</sup>

### **ACCESS TO TRANSIT: AFFORDABILITY**

#### **How could a funding measure enhance affordability?**

Metro has indicated that a funding measure could include the approximately \$12 million annually necessary to implement the income-based fare recently approved by the Council.<sup>21</sup> This could cover a full subsidy for Metro services for the approximately 54,000 people who have household incomes at or below 80% of Federal Poverty Level and participate in one of six state benefit programs.

Alternatively, a funding measure could include additional funding to expand the income-based fare program to more participants. Metro estimates that \$35 million a year would be needed to expand the subsidy to all people at 80% of Federal Poverty Level or below.

### **ACCESS TO TRANSIT: INNOVATION**

#### **How could innovative mobility services be expanded with a funding measure?**

Metro has estimated the cost to provide three different levels of innovative, flexible service or first/last mile service (similar to Via to Transit). These are:

- 1-2 active projects (approximately \$10 million per year)
- 3-5 active projects (approximately \$20 million per year)
- 5-8 active projects (approximately \$30 million per year)

### **SPEED AND RELIABILITY IMPROVEMENTS**

#### **How could a funding measure address the need for greater speed and reliability?**

Metro works with local jurisdictions to construct speed and reliability improvements, such as traffic light queue jumps, bus lanes, and new signals. Metro indicates that it currently invests approximately \$7 million per year, at an average of \$1.5 million per project (not including RapidRide investments).

To add capacity to implement speed and reliability improvements, Metro has estimated the cost to provide three different levels of investment:

- Average of 1-2 projects per year (approximately \$3 million per year)
- Average of 3-5 projects per year (approximately \$6 million per year)

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<sup>18</sup> Ordinance 17597

<sup>19</sup> Motion 15602

<sup>20</sup> Proposed Motion 2019-0464

<sup>21</sup> Motion 15600, Ordinance 19058

- Average of 5-8 projects per year (approximately \$9 million per year)

Implementation of speed and reliability improvements relies on partnerships with local jurisdictions, since Metro does not control the right of way. The Service Guidelines can help guide areas for investment, since buses that are unreliable (the Priority 2 for adding service) can sometimes be made more reliable, thus possibly reducing the need for additional service hours, by investing in speed and reliability improvements at key “hot spots” along the route.

## **ELECTRIFICATION**

### **What could a funding measure support in terms of the move toward electrification?**

The County has adopted a goal of moving to a zero-emission bus fleet by 2035.<sup>22</sup> Metro has indicated that accomplishing this goal will require a combination of new vehicles, as well as electric charging infrastructure at Metro’s bus bases. Metro has estimated the amount that would be required to incorporate this charging infrastructure into the new South Annex Base, to retrofit the existing North Base, and to retrofit the Central/Atlantic Ryerson Bases. These amounts could be included in a funding measure:

- South Annex (2021-2022): Estimated cost \$165 million (annual debt service \$11 million)
- North Base (2023-2024): Estimated cost \$166 million (annual debt service \$11 million)
- Central/Atlantic/Ryerson (2025-2026): Estimated cost \$448 million (annual debt service \$30 million)

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<sup>22</sup> Ordinance 19052

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