



SCA Public Issues Committee AGENDA

April 10, 2013 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057

1. **Welcome and Roll Call** – Deputy Mayor Mia Gregerson, SeaTac - Chair 3 minutes
2. [Approval of minutes – March 6, 2013 meeting](#) 3 minutes
3. **Chair’s Report** – Deputy Mayor Mia Gregerson, SeaTac 5 minutes
4. **Executive Director’s Report** – Deanna Dawson, SCA 10 minutes
5. [Recommendation from the PIC Nominating Committee](#)
ACTION ITEM 3 minutes
Mayor Jim Haggerton, Tukwila - Chair PIC Nominating Committee
6. [Solid Waste Transfer Station](#)
ACTION ITEM 10 minutes
Deanna Dawson, SCA
(3 minute update, 7 minute discussion)
7. [Regional Tolling Impacts](#)
ACTION ITEM 10 minutes
Monica Whitman, SCA
(3 minute update, 7 minute discussion)
8. [King County Metro Long Range Planning](#)
ACTION ITEM 10 minutes
Monica Whitman, SCA
(3 minute update, 7 minute discussion)
9. [King County Parks Levy](#)
POTENTIAL FUTURE ACTION ITEM 15 minutes
Deanna Dawson, SCA
(3 minute update, 12 minute discussion)

10. PSRC Transportation 2040 Update

DISCUSSION ITEM

10 minutes

Monica Whitman, SCA
(3 minute update, 7 minute discussion)

11. Industrial Lands Supply (GMPB)

DISCUSSION ITEM

10 minutes

Doreen Booth, SCA
(3 minute update, 7 minute discussion)

12. Informational Items

- a) Emergency Management Performance Grant Update (EMAC)
- b) King County Metro Funding Shortfall (RTC)

13. Upcoming Events

- a) Next SCA Public Issues Committee meeting – Wednesday, May 8, 2013 7:00 PM
- Renton City Hall
- b) Next SCA Networking Dinner - Wednesday, May 29, 2013 5:30 PM - Tukwila Embassy Suites

14. For the Good of the Order

15. Adjourn

Did You Know?

You can now access your meeting agendas/packets on the Sound Cities website? Go to www.soundcities.org and click on "Mark Your Calendar". Go to "Upcoming Meetings-Events" and find your meeting. Click on the meeting and look for the link to the agenda. This is an easy way to access your packet in meetings and save paper.

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

To be the most influential advocate for cities, effectively collaborating to create regional solutions.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.



SCA Public Issues Committee DRAFT Minutes

**March 6, 2013 – 7:00 PM
Renton City Hall Council Chambers
1055 S. Grady Way - Renton, WA 98057**

1. Welcome and Roll Call and Introduction of Members

Mia Gregerson, Chair, called the meeting to order at 7:02 p.m. Twenty-four cities had representation. See [Attachment A](#) to these minutes. Guests present were: Diane Carlson, King County Executive's Office; Pat McLaughlin, Director, King County Solid Waste Division; Michelle Allison, King County Councilmember Joe McDermott's office.

2. Approval of the February 6, 2013 Minutes

Amy Ockerlander, Duvall moved, seconded by Marlla Mhoon, Covington, to approve the February 6, 2013 meeting minutes. The motion passed unanimously.

3. Chair's Report

Chair Gregerson reminded members to "like" SCA's Facebook page to get helpful updates about SCA. She mentioned an article that has been posted on the page about the effects of sequestration on cities: <http://www.governing.com/blogs/fedwatch/gov-sequestration-effect-states-cities-local-government-fags.html>. She asked that members let her and staff know if they'd like to have an upcoming discussion at PIC regarding how sequestration may be impacting member cities.

4. Executive Director's Report

Deanna Dawson, SCA Executive Director, made note of HB 1959 (<http://apps.leg.wa.gov/billinfo/summary.aspx?bill=1959&year=2013>), which would provide local transportation funding options. She mentioned that there will be a press conference in support of transportation funding this coming Monday, March 11, 2013 at 10:30 AM. She requested members attend so that we have a big show of support from our cities at the conference, and asked that members contact ED Dawson if they would like to participate.

5. Solid Waste Transfer Station

ED Dawson explained there was interest last month in bringing a policy position forward concerning re-examining the King County Solid Waste Transfer and Waste Management Plan. ED Dawson referenced an email from Pat McLaughlin, Director of the King County Solid Waste Division, provided to the PIC, which reinforced the Division's commitment to work with SCA to address any concerns members may have.

Bernie Talmas, Woodinville, made a motion, seconded by Hank Margeson, Redmond, to recommend the following policy position to the SCA Board of Directors:

The Sound Cities Association requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 Solid Waste Transfer and Waste Management Plan.

There was further discussion about the motion, if there was a need to bring it back for a policy position in April or if a position could be voted on during the meeting. Kirkland, Redmond, and Auburn expressed support of the proposed position. ED Dawson noted that the PIC could approve the position at this meeting as the position was embodied in the February position on the South County Transfer Station or the PIC could bring it back in April. The position is not particularly time sensitive. Members expressed their appreciation that the Solid Waste Division was being responsive. Members had a discussion of whether SCA should have a more specific policy position, and agreed that once review of the plan is underway and potential policy positions become clearer, SCA members may wish to adopt a more specific policy position.

Toby Nixon, Kirkland, moved, seconded by Amy Ockerlander, Duvall, to amend the motion to bring the policy position back to the PIC in April, rather than taking action at this meeting. The motion passed unanimously.

There was a vote on the amended motion to bring the following policy position to the April PIC meeting to recommend to the SCA Board of Directors:

The Sound Cities Association requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 Solid Waste Transfer and Waste Management Plan.

The motion passed unanimously.

6. Regional Tolling Impacts

Mayor Bernie Talmas, Woodinville, requested that SCA take a position on regional tolling impacts as follows: "To recommend the following policy position to the SCA Board of Directors: That the Sound Cities Association supports mitigation from the State of Washington to address impacts from the current regional tolling of SR 520; as well as, the potential regional tolling of I-90."

Bernie Talmas briefed the committee on the impacts to the SR 522 corridor as result of tolling on SR 520. Five North End Cities recently sent a joint letter to Governor Inslee and Committee Chairs of the House and Senate Transportation Committees regarding mitigation for SR 520 tolling and potential I-90 tolling. Mayor Talmas reiterated that the intent of this proposed policy position is to support communities negatively impacted by tolling. There was a discussion as to what mitigation might be; the response was it could include signalization, reconfiguring roads, etc. The specific example of impacts to Juanita Drive/Finn Hill was provided.

Tom Stowe, Beaux Arts Village, asked if this would be funded out of extra money resulting from I-90 tolling. The Town of Beaux Arts Village is also impacted by 520 tolling and noted that tolling is going to be region wide.

Tola Marts, Issaquah, noted that tolling is not well supported in Issaquah either. It is unclear how this policy would benefit a jurisdiction like Issaquah. Potential funds from tolling could help the I-90 corridor including Issaquah. Additional tolling revenue could be used along that corridor if tolling is approved.

ED Dawson clarified that SCA is not taking a position in support or opposition of tolling on I-90. She noted that this was not dissimilar to the position that SCA took on mitigation for jurisdictions impacted by transfer stations.

Pete Lewis, Auburn, suggested a change in the policy to include and other future regional tolling.

Bernie Talmas, Woodinville, made a motion, seconded by Matt Pina, Des Moines, to move the following position forward for consideration at the next PIC meeting:

To recommend to the SCA Board of Directors that the Sound Cities Association supports mitigation from the State of Washington to address impacts from the current regional tolling of SR 520, as well as the potential regional tolling of I-90 and other future regional tolling.

The motion passed unanimously.

7. Washington State Special Hotel/Motel Tax

Jeanne Burbidge, Federal Way, requested that SCA take a position on the use of lodging tax revenue. Under current state law (RCW 67.28.1816 and 67.28.080) as amended in 2007, lodging tax revenues can be used for both “marketing” and “operations” of special events and festivals. This provision is currently set to sunset on June 30, 2013. Unless action is taken by the legislature this session, cities’ abilities to support tourism will be greatly restricted. A number of cities including: Federal Way, Kent, and Auburn spoke about how important this is to their cities, and to the region as a whole. HB 1253 (and companion bill 5262) would authorize lodging tax dollars to continue to be spent for operation of special events and festivals.

There was a discussion of the timeliness of the position due to the upcoming bill cutoff date.

Chris Roberts, Shoreline, made a motion, seconded by Bernie Talmas, Woodinville, that the PIC approve the proposed position and act on this as an emergency.

Toby Nixon, Kirkland, made a motion, seconded by Jaime Perry, Kent, to amend the position to include, and support HB 1253 and SB 5262.

There was a vote on the amendment to add “and supports passage of HB 1253 and companion bill 5262”. The motion passed unanimously.

There was a vote on the following policy position recommendation to the SCA Board of Directors as an emergency action:

The Sound Cities Association supports the flexible use of lodging tax revenues by local jurisdictions for the operations and marketing of special events and festivals beyond June 30, 2013, and supports passage of HB 1253 and companion bill 5262.

The motion passed unanimously.

Following additional discussion about how important it was to have SCA adopt a formal position on this matter before bill cut off, ED Dawson indicated that she would bring the policy to the Board for adoption prior to bill cut off on 3/13/2013, at the request of the PIC.

8. King County Metro Strategic Plan Update

Monica Whitman, SCA Senior Policy Analyst, briefed the committee on recent developments regarding the strategic plan update. The strategic plan adopting ordinance (17143, Section D) requires creation of an additional service plan category prior to April 30, 2013. It has become clear that this time deadline would not be met.

PIC members expressed a strong preference for setting a new date certain for the creation of the new service plan category (rather than deleting the requirement, or simply rolling it into long range plan without a date certain for completion). As a part of this discussion, members noted that service should not just be based on plans for anticipated future growth, but also be based on reality, and existing needs.

Members also expressed strong support for Metro basing its long range planning on the comprehensive plans of cities, and asked that a public policy position to that effect be brought back to PIC for initial consideration at the next meeting.

9. Upcoming Events

- a) SCA Networking Dinner – March 20, 2013, 5:30 PM at the Embassy Suites, Tukwila
- b) Next SCA Public Issues Committee Meeting – April 10, 2013, 7:00 PM at Renton City Hall

For the Good of the Order

Chair Gregerson reminded members of the Parks Levy Workshop and ED Dawson asked members to let staff know if they were interested in an SCA position on the levy. The PowerPoint presentation given at the Pre-PIC Workshop is included as [Attachment B](#) to these minutes.

ED Dawson noted that SCA was looking at scheduling a small cities workshop prior to the April PIC meeting.

Adjourn

The meeting was adjourned at 8:15 p.m.

**2013 Roll Call – Public Issues Committee Meeting
March 6, 2013**

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Lynda Osborn		
Auburn	Pete Lewis	Nancy Backus	Bill Peloza	
Beaux Arts	Richard Leider	Tom Stowe		
Black Diamond	Rebecca Olness			
Bothell	Andy Rheaume	Tom Agnew		
Burien	Jerry Robison	Bob Edgar		
Carnation	Jim Berger			
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Margaret Harto		
Des Moines	Matt Pina	Melissa Musser		
Duvall	Amy Ockerlander	Will Ibershof		
Enumclaw	Liz Reynolds			
Federal Way	Jeanne Burbidge	Dini Duclos		
Hunts Point	Fred McConkey			
Issaquah	Tola Marts	Paul Winterstein		
Kenmore	David Baker			
Kent	Jamie Perry	Dennis Higgins		
Kirkland	Toby Nixon	Amy Walen		
Lake Forest Park	Sandy Koppenol	Tom French		
Maple Valley	Layne Barnes	Erin Weaver		
Mercer Island	Tana Senn	Bruce Bassett		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	Rich Crispo		
Normandy Park	Shawn McEvoy	Susan West		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	John Jones		
Redmond	Hank Margeson	John Stilin		
Renton	Rich Zwicker	Ed Prince		
Sammamish	Tom Odell	Ramiro Valderrama	Don Gerend	
SeaTac	Mia Gregerson	Tony Anderson		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Matt Larson	Kingston Wall		
Tukwila	Jim Haggerton	Kate Kruller		
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Monica Whitman Doreen Booth

Electeds present are highlighted in gray. Cities represented are **bolded**.

Executive Proposal 2014-2019 King County Parks Levy



Kevin Brown, Division Director
Kevin.brown@kingcounty.gov
206-296-8631

March 6, 2013

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



Our Vision

Attachment B to the March 6, 2013 PIC Minutes



Providing regional and rural recreational facilities



Partnering with business and community



Connecting the county: Regional Trails System and open space corridors



April 10, 2013 PIC



Draft Minutes March 6, 2013



Regional levy, local benefits

Integrally linked systems: *seamless transition for the public from city to city, cities to UGA, cities to rural areas, rural areas to state and federal lands.*

Trail connections: *between regional and local trails, linking transit hubs, park and rides, civic and business centers.*

Open space connectivity: *buffer areas, along riparian and wildlife corridors (ex: Cougar Mountain, Soos Creek, Juanita Woodlands).*

County-owned facilities meet regional demand for recreation *(ex: Marymoor, King County Aquatic Center, Petrovitsky, Big Finn Hill, Tolt-MacDonald, Duthie Hill).*

Pass-thru funds to cities help local park and trail projects as grant match or supplemental local project funding.

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE

King County Parks **Your Big Backyard** King County

3

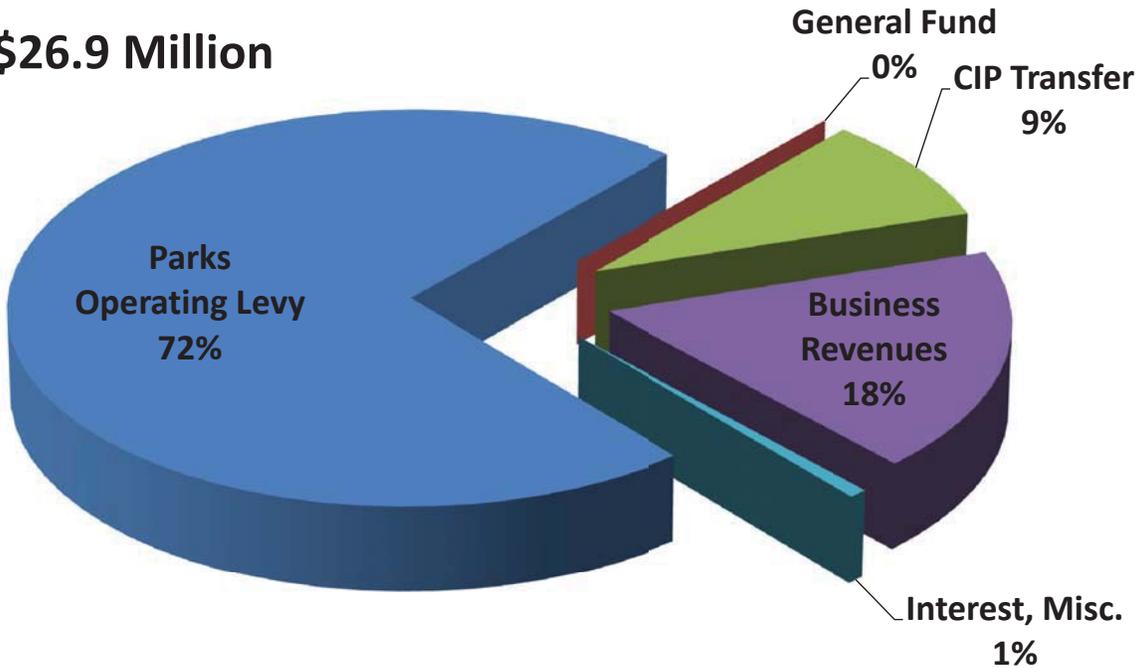
2008-2013 Operations & Maintenance Levy



- Approved in August 2007 by more than 63%
- Levy lid lift with annual CPI adjustment
- Funds O&M of King County's regional and rural parks and the Regional Trails System
- Can't be used for parks in UGA
- Provides approx 70% of operating funds
- 2013 effective levy rate = 6.7¢ or \$22.63/yr for owner of a \$340,000 home

2012 Adopted Revenues

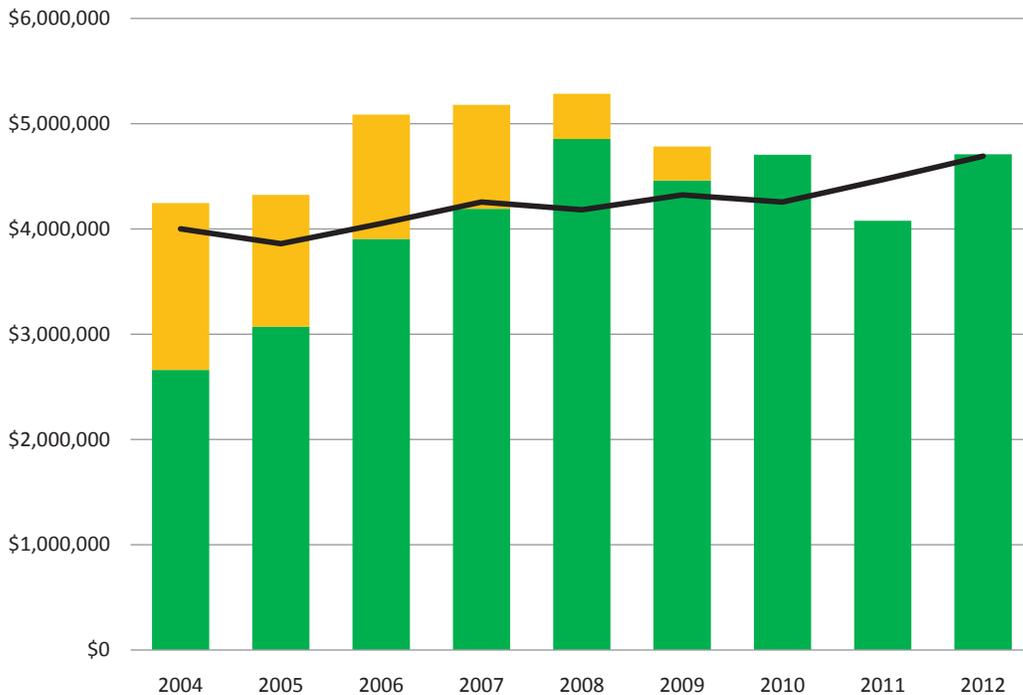
\$26.9 Million



200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



King County Parks Business Revenues



Business Revenues. Economic Impact Beyond the Park

Attachment B to the March 6, 2013 PIC Minutes



- ✓ Revenue for operations
- ✓ New or enhanced amenities
- ✓ Promotion of parks, trails, facilities among public
- ✓ Creates economic benefits for adjacent communities:
 - Dive trials = \$2,285,621
 - Cirque = \$10-\$15 million

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



2008-2013 O&M Levy: Benefits to Cities

Attachment B to the March 6, 2013 PIC Minutes

King County Operating Portion of Levy	% of O&M Levy	% of Regional Expenditures
O&M for Regional Trails (i.e. BGT, ELST, Cedar, Soos Creek)	13.5%	15.5%
O&M for Regional Active Parks (i.e. Marymoor, KCAC, Big Finn Hill)	62.2%	71.7%
O&M for Regional Open Space (i.e. Cougar, Soaring Eagle, Black Diamond)	11.0%	12.7%
O&M for Rural Parks (i.e. May Valley, Ravensdale)	9.6%	
O&M for UGA Parks (i.e. Skyway, Lakewood)	3.6%	



2008-2013 Open Space & Trails Levy

- Approved in August 2007 by 59%
- Levy lid lift with annual CPI adjustment
- Can't be used for major maintenance, facility enhancement by County and cities
- 2013 effective levy rate = 6.7¢ or \$22.63/yr for owner of a \$340,000 home

King County Parks 60% (= 3¢)	39 Cities 20% (= 1¢)	Woodland Park Zoo 20% (= 1¢)
<ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition (approx 1¢) • Regional Trail Acquisition & Development (approx 2¢) • Community Partnerships & Grants Program (≤ \$500k / yr) 	Proportional allocations based on <ul style="list-style-type: none"> • Population (50%) • Assessed value (50%) <ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition • Trail Acquisition & Development 	<ul style="list-style-type: none"> • Environmental Education & Conservation Programs • Operations • Capital Improvement Projects, excluding parking

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



2008-2013 Open Space & Trails Levy: Benefits to Cities

King County Parks 60% (= 3¢) <ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition (approx 1¢) • Regional Trail Acquisition & Development (approx 2¢) • Community Partnerships & Grants Program (≤ \$500k / yr)
39 Cities 20% (= 1¢)
Proportional allocations based on <ul style="list-style-type: none"> • Population (50%) • Assessed value (50%) <ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition • Trail Acquisition & Development

\$42 million over 6 years invested in Regional Trails System (RTS)

Of that, **\$41.16 million (98%)** spent on trail projects in cities

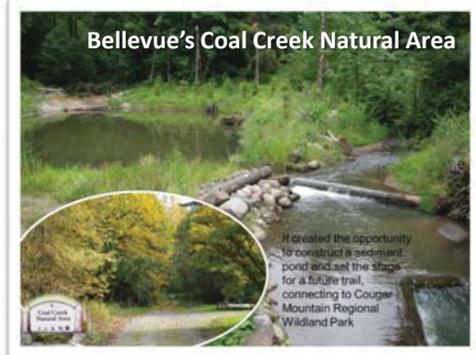


Burke-Gilman Trail

2008-2013 Open Space & Trails Levy: Benefits to Cities

Attachment B to the March 6, 2013 PIC Minutes

<p>King County Parks 60% (= 3¢)</p> <ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition (approx 1¢) • Regional Trail Acquisition & Development (approx 2¢) • Community Partnerships & Grants Program (≤ \$500k / yr)
<p>39 Cities 20% (= 1¢)</p> <p>Proportional allocations based on</p> <ul style="list-style-type: none"> • Population (50%) • Assessed value (50%) <ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition • Trail Acquisition & Development



Examples

- Bellevue – Coal Creek Natural Area addition
- Shoreline – Interurban Trail improvements
- Kent – Huse property acquisition

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2008-2013 Open Space & Trails Levy: Open Space Acquisitions

Attachment B to the March 6, 2013 PIC Minutes



Effective Parks Levy Rates as of 2013 (Levies expire in 2013)

Attachment B to the March 6, 2013 PIC Minutes

Operations & Maintenance Levy	Rate (in cents)	\$ per HH*
Regional/rural parks, trails, and open space	6.7	22.60
Open Space & Trails Levy		
Regional Open Space Acquisition	1.3	4.40
Regional Trails System	2.5	8.40
Community Partnerships & Grants	0.2	.50
Cities	1.3	4.40
Woodland Park Zoo	1.3	4.40
Total (rounded)	13.4	44.80

*Based upon \$337k per average household

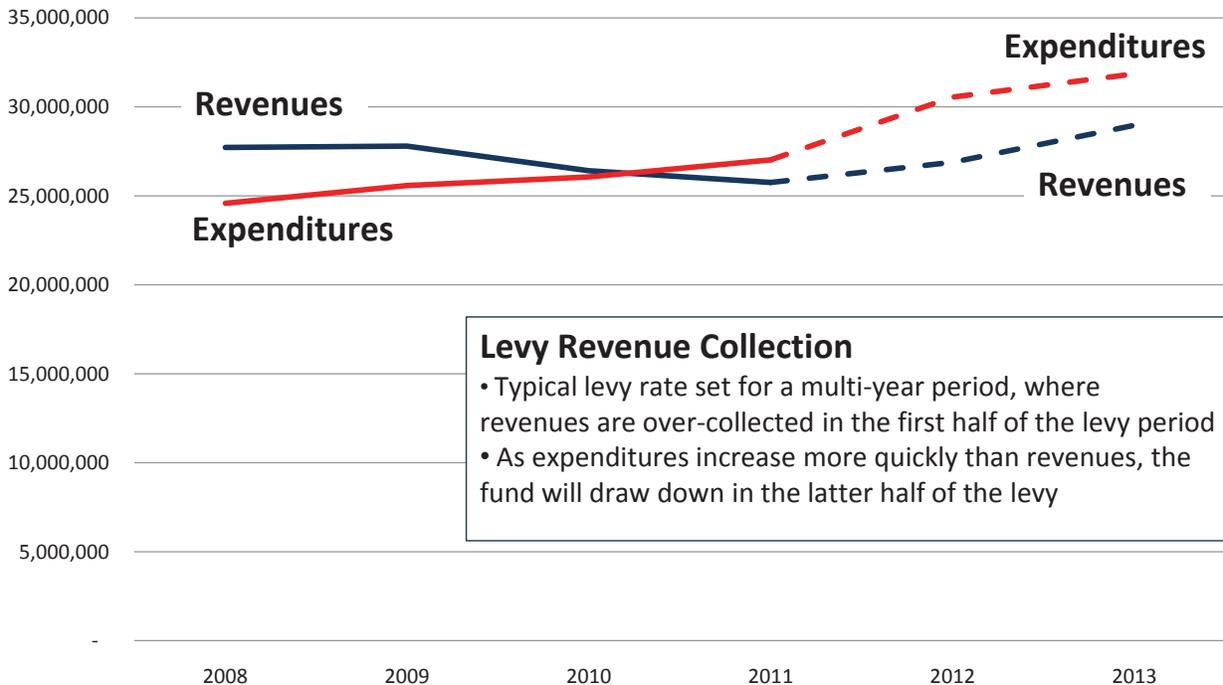
200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE

King County Parks **Your Big Backyard** King County

13

Attachment B to the March 6, 2013 PIC Minutes

Parks Operating Fund 2008-2013: Total Projected Expenditures & Revenues



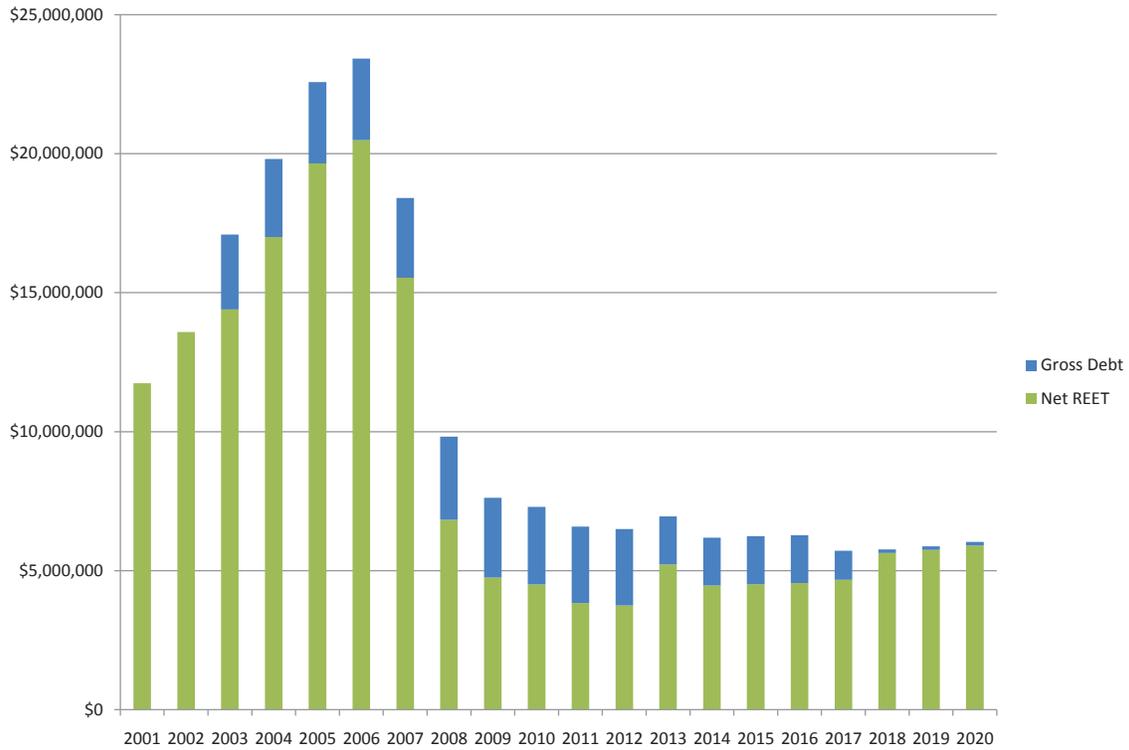
Levy Revenue Collection

- Typical levy rate set for a multi-year period, where revenues are over-collected in the first half of the levy period
- As expenditures increase more quickly than revenues, the fund will draw down in the latter half of the levy

14

REET 1 & 2 Combined OEFA Forecast – August 2012, Net Debt Service

Attachment B to the March 6, 2013 PIC Minutes



- OEFA Projections assume some future annexations: 2013—North Highline; 2014—West Hill & Klahanie
- Other annexations not assumed in forecast: Fairwood, E. Federal Way, E. Renton Plateau, and other undesignated urban islands

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE

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Attachment B to the March 6, 2013 PIC Minutes

Planning for the Future



Mission of Task Force

Attachment B to the March 6, 2013 PIC Minutes

The King County Parks Levy Task Force is charged by King County Executive Dow Constantine to make recommendations by September 2012 addressing the following issues:

- *What should be done to preserve the County's 26,000-acre system of parks and trails after the current operating and capital levies expire at the end of 2013?*
- *What should be done to meet the future parks and recreation needs of King County residents?*

The Task Force should outline the structure and scope of any funding options it recommends. The Task Force recommendations should promote the goals of the County's equity and social justice initiative to promote fairness and opportunity and eliminate inequities and should further King County Strategic Plan priorities, including service excellence, environmental sustainability, and financial stewardship.

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE

King County Parks **Your Big Backyard** King County 17

Parks Levy Goals

Attachment B to the March 6, 2013 PIC Minutes

Goal 1

Take Care of What We Have

- Continue O&M at current level of service, including basic care of Maury site, ERC
- Continue funding for 4-H, White Center Teen Program

Goal 2

Grow/Connect Regional Open Space and Natural Lands

- For habitat, water quality, recreation
- Focus on strategic acquisition zones to maximize protection of natural area corridors

Goal 3

Improve Regional Trails System and Regional Mobility

- Address missing trail connections
- Connect transit, park & rides to trails
- Invest in ERC, Lake to Sound corridors
- Coordinate with cities, Sound Transit

Goal 4

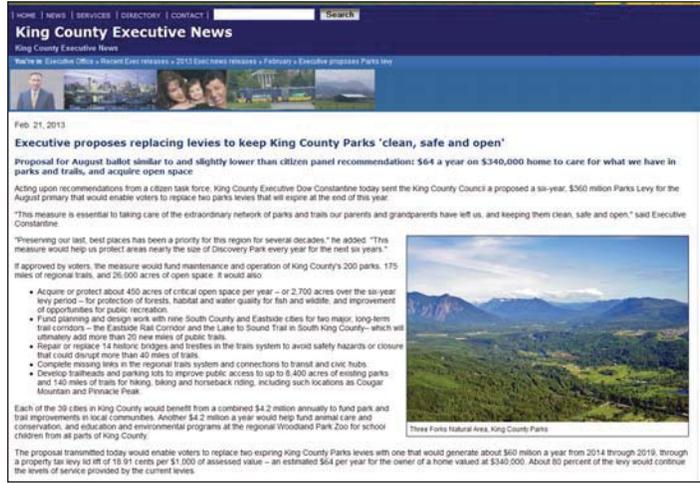
Make Parks More Accessible

- Expand access to existing parklands by building/improving trailheads
- Address equity/access issues through Community Partnerships & Grants Program
- Encourage strong links with city parks, Zoo, community centers, non-profits

Task Force-Recommended and Executive-Proposed Parks Levy

Attachment B to the March 6, 2013 PIC Minutes

- 2014 – 2019
- Property tax levy lid lift
- CPI-adjusted
- 80% = continuation of levels of service in current levies, including support to cities and zoo



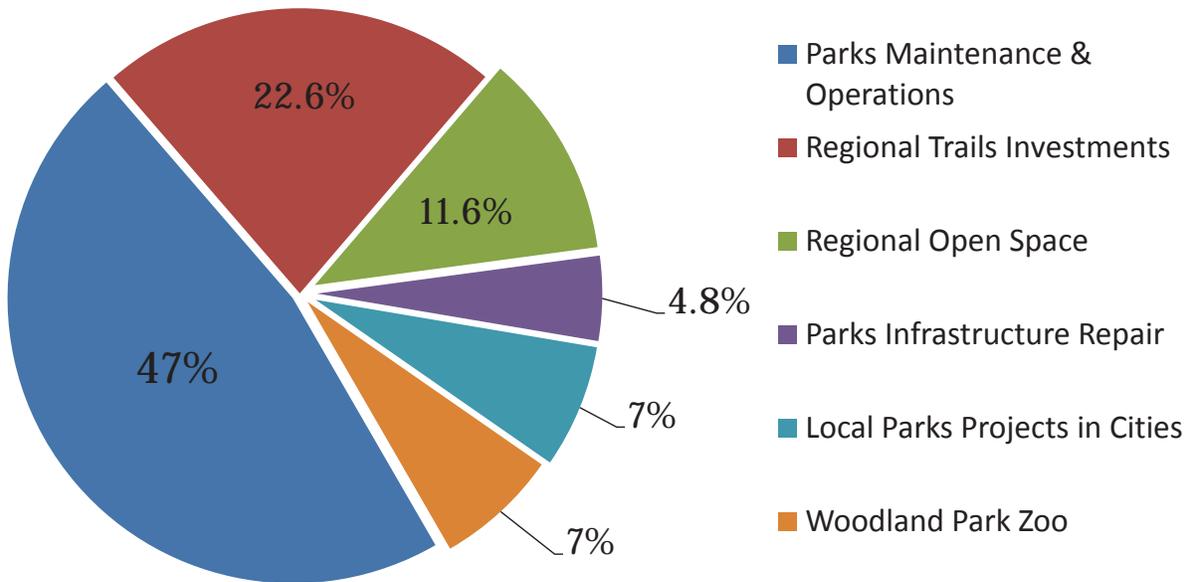
200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE

King County Parks Your Big Backyard

Executive-Proposed 2014-2019 Parks Levy

Attachment B to the March 6, 2013 PIC Minutes

18.91 cents = approx \$64 for owner of \$340,000 home



King County Parks Your Big Backyard

Executive-Proposed 2014-2019 Parks Levy

Attachment B to the March 6, 2013 PIC Minutes

	Component	Levy Rate (cents)	Annual \$ (millions)	\$ per HH (annual)	
80%	Continuing Current Level of Effort 14.89¢/\$47.7M/\$50.10 per HH	County Parks Operations and Maintenance	8.29	\$26.6	\$28.00
		Regional Open Space Acquisition	1.32	\$4.2	\$4.40
		Regional Trails System	2.48	\$8.0	\$8.40
		Community Partnerships and Grants	0.16	\$0.5	\$0.50
		Cities' Parks and Trails	1.32	\$4.2	\$4.40
		Woodland Park Zoo	1.32	\$4.2	\$4.40
20%	Strategic Enhancements 4.02¢/\$13.0M/\$13.60 per HH	Preserve/Protect ERC Corridor ¹	0.23 0.18	\$0.8 \$0.6	\$0.80 \$0.60
		4-H Program	0.03	\$0.1	\$0.10
		Community Partnerships and Grants	0.08	\$0.3	\$0.30
		Infrastructure Repair and Preservation ²	0.80 0.40	\$2.6 \$1.3	\$2.70 \$1.30
		Bridges and Trestles	0.30	\$1.0	\$1.00
		Trailhead Development and Accessibility	0.20	\$0.6	\$0.70
		Regional Open Space Acquisition ²	0.68 0.88	\$2.2 \$2.8	\$2.30 \$3.00
		New Trail Corridor Development	1.80	\$5.8	\$6.10
		Peak Season Core Maintenance ²	0.10	\$0.3	\$0.30
		Enforcement and Safety ¹	0.05	\$0.2	\$0.20
TOTAL		18.91¢	\$60.7M	\$63.70	

Changes from Task Force Recommendation:

¹ Due to revised cost estimates for scope of work, reduced Preserve/Protect ERC Corridor by \$175K to fund Enforcement and Safety.

² Reduced amount for Infrastructure Repair and Preservation, shifting \$600K to be funded from REET and reallocating \$600K to provide additional funds for Regional Open Space Acquisition and fund Peak Season Core Maintenance.

21

Executive-Proposed 2014-2019 Parks Levy: Operations & Maintenance

Attachment B to the March 6, 2013 PIC Minutes

- ✓ Takes care of what we have: keeps parks and trails clean, safe, and open
- ✓ Protects and stewards regional open space
- ✓ Maintains regional active parks
- ✓ Maintains local rural and urban parks
- ✓ Funds King County Parks' Community Partnerships & Grants Program



Executive-Proposed 2014-2019 Parks Levy: Benefits to Cities

Attachment B to the March 6, 2013 PIC Minutes

King County Operating Portion of Levy *	Levy rate	Annual \$\$	\$\$/HH
O&M for Regional System (Parks, Trails, KCAC)	7.2	23,100,000	24.20
O&M for Rural Parks	0.8	2,400,000	2.60
<u>O&M for UGA Parks</u>	<u>0.3</u>	<u>1,000,000</u>	<u>1.10</u>
O&M for County Parks	8.3	26,500,000	27.90

	Levy rate	Annual \$\$	\$\$/HH
Pass-through to Cities	1.3	4,200,000	4.40

Regional Trails System capital investments	Levy rate	Annual \$\$	\$\$/HH
Regional Trails System Development	1.9	6,000,000	6.30
<u>New Trail Corridor Development</u>	<u>1.7</u>	<u>5,500,000</u>	<u>5.80</u>
Regional Trails System Investment	3.6	11,500,000	12.10

* Notes:

- Based on the relative AV of each jurisdiction in 2011 (the latest available which is the basis for 2012 collections)
- Total collections and rates based on levy model for 2014
- Unincorporated tax payers' contribution to cities' portion of levy: 0.1 cent levy rate/\$400,000 annual/\$0.50 per household

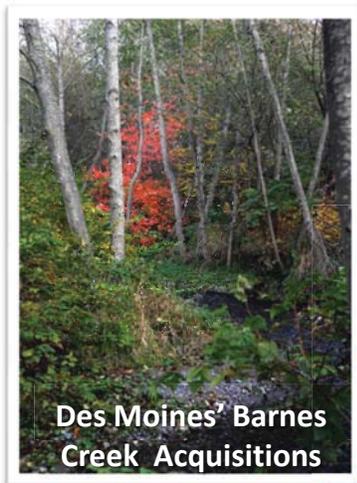
200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



23

Executive-Proposed 2014-2019 Parks Levy: Pass-Thru to Cities

Attachment B to the March 6, 2013 PIC Minutes



Examples of past King County Parks Levy-funded projects



- ✓ Level of support consistent with current levy
- ✓ For any local parks and recreation capital purpose
- ✓ Distributed annually, by AV and population



Executive-Proposed 2014-2019 Parks Levy: Regional Trails



Regional Trails
Future Priority Projects

King County
Department of
Natural Resources and Parks
Parks Division

February 4, 2013

Legend

- Priority Projects
- Other Future Projects
- Existing Regional Trail
- On Street Trail Connection
- Light Rail Stations
- Commuter Rail and Amtrak Stations
- King County Metro Park & Ride Lots
- Ferry Terminals
- Mobility Connection Opportunities

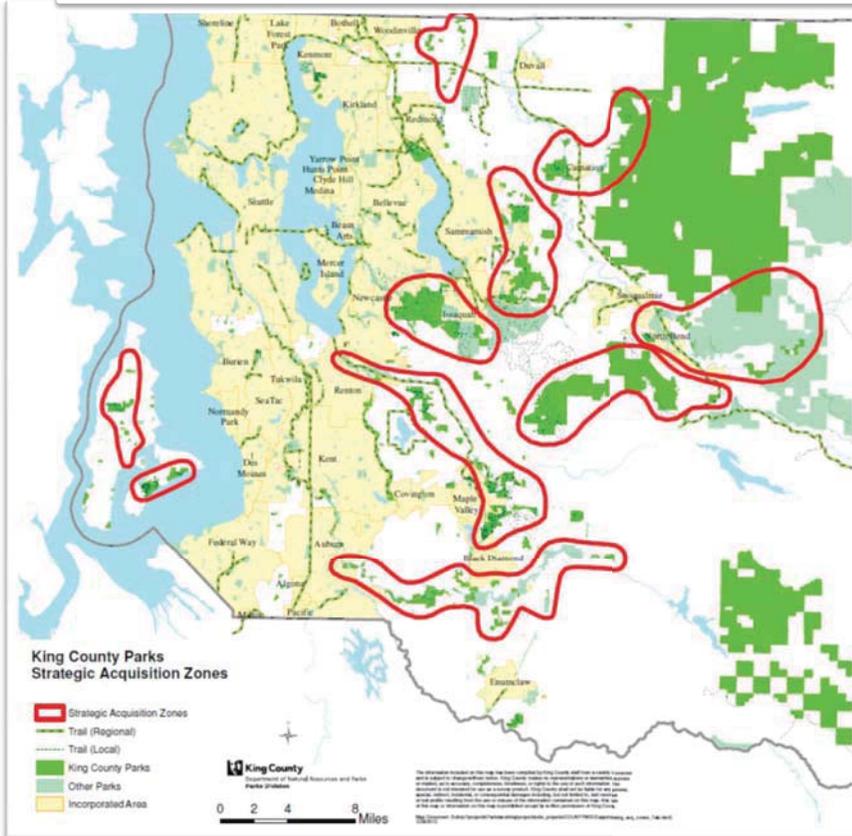
- ✓ Take care of existing Regional Trails System
- ✓ Improve regional mobility
- ✓ Address missing trail connections
- ✓ Connect trails to transit, civic hubs
- ✓ Coordinate with local, regional jurisdictions

Proposed Trail Investments: Focus on Connections, Regional Mobility

- **Lake to Sound Trail** – connecting Burien, Des Moines, Renton, SeaTac, Tukwila
- **Eastside Rail Corridor** – connecting Bellevue, Kirkland, Newcastle, Redmond, Renton, Woodinville
- **East Lake Sammamish Trail** – connecting Issaquah, Redmond, Sammamish
- **Green to Cedar** – connecting Black Diamond, Covington, Maple Valley
- Other trail projects located in Bothell, Enumclaw, Kenmore, Kent, Snoqualmie

Executive-Proposed 2014-2019 Parks Levy: Regional Open Space

Attachment B to the March 6, 2013 PIC Minutes



- ✓ Connectivity / Adjacency
- ✓ Public access
- ✓ Protect regional watersheds and streams (informed by WRIA and Open Space Plans, CFT criteria)
- ✓ Provide multiple benefits (recreation, public access, habitat protection)
- ✓ Build upon prior public land investments

King County Parks **Your Big Backyard** King County

Executive-Proposed 2014-2019 Parks Levy: Parks Infrastructure Repair

Attachment B to the March 6, 2013 PIC Minutes



- ✓ Takes care of aging infrastructure
- ✓ 14 bridges and trestles most in need of repair; their closure could disrupt 40 miles of trails
- ✓ Play areas in 14 parks at end of their life cycles
- ✓ Trailhead/parking lots serving 11 parks and trails, improving access to over 8,400 acres

Asset Repair, Replacement & Renewal Priority Sites

King County Department of Natural Resources and Parks Parks Division

Legend
 ● Maintenance
 ■ Shop Replacement / Repair
 ▲ Bridges and Trestles
 ■ Play Areas
 ★ Working Points

2013 Ballot Measure Deadlines

For August 6, 2013 Election

Measure filed with Elections Department <i>Friday before filing week per RCW 29A.04.321(3)</i>	5/10/13
Last special council meeting to pass as an emergency	5/10/13
Last regular council meeting to pass as an emergency	5/6/13
Last regular council meeting with minimum processing time (10 days)	4/29/13
Last regular council meeting with maximum processing time (25 days)	4/15/13

200 PARKS 175 MILES OF TRAIL 26,000 ACRES OF OPEN SPACE



Questions?





April 10, 2013
SCA PIC Meeting

Item 5:

Recommendation from the PIC Nominating Committee

Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

PIC Nominating Committee Representatives

Mayor Jim Haggerton of Tukwila (Chair); Mayor Dave Hill of Algonia; Redmond Councilmember Hank Margeson; North Bend Councilmember Ross Loudenback.

This item is an Action item. Mayor Haggerton, Chair of the PIC Nominating Committee will be presenting recommendations for nine open seats: Three staff appointments to the newly formed King Conservation District (KCD) Task Force and three elected position to the newly formed KCD Conservation Panel. Recommendations will also be presented for three vacancies on regional committees to which SCA appoints (RTC, GMPB, and GMPC).

Background Information

King Conservation District (KCD)

Last year the King County Council approved a new interlocal agreement (ILA) with the King Conservation District (KCD). SCA was heavily involved in negotiation around that ILA, having adopted a policy position earlier in the year regarding the KCD. Part of that policy position sought a greater role for SCA cities in setting policy and providing oversight of the KCD. Based in part of the urging of the SCA, the King County Council did incorporate into the ILA a new task force that would evaluate conservation and natural resources programs in King County; determine the met and unmet needs for such services; and recommend existing and/or potential sources of funding to meet such needs.

Following discussions with the KCD, the King County Executive and King County Council, this process has been bifurcated into two groups (staff level and elected official level) since the body of work identified is substantial and may require more time than local elected officials typically have.

SCA will have a role on both the staff group (which will be referred to as a "Task Force") and the elected group (the "Conservation Panel"), and will have three (3) representatives on each.

Pursuant to the ILA between the County and the KCD, SCA's three representative will be appointed representing jurisdictions from the north, east, and south.

The Task Force will be a working staff group of 12 that includes rural land owners (3); KCD (2); County (2) representing Executive and Council) and city staff from Seattle (1), Bellevue (1) and SCA (3). This group would begin meeting in mid-April and will likely meet twice weekly until mid-July. Additional meetings may be convened during late summer and fall as needed to assist the Conservation Panel in their discussion.

The Conservation Panel will consist of 9 elected officials representing the KCD Board (2); County (2 representing Executive and Council) and cities including Seattle (1), Bellevue (1) and SCA (3). The Conservation Panel would hold at least three meetings during this same time period potentially including a joint partnering workshop with the Task Force and about three meetings between July and October to finalize recommendations. An independent consultant team has been hired to facilitate the meetings.

Vacancies

There are currently three vacancies on committees to which SCA appoints:

- The Regional Transit Committee (RTC);
- The Growth Management Policy Board (GMPB); and
- The Growth Management Policy Planning Council (GMPC)

Sounds Cities transmitted a notice of vacancies and call for nominations to members on Thursday, March 28, 2013. Details about these committees can be found on SCA's website at this link: <http://hcwiwebpreview.com/SuburbanCities/wp-content/uploads/pdf/2013-appointments-booklet.pdf>.



April 10, 2013
SCA PIC Meeting

Item 6:

Solid Waste Transfer and Waste Management Plan Update

Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org.

Recommended Action

To recommend the following policy position to the SCA Board of Directors:
The Sound Cities Association requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 *Solid Waste Transfer and Waste Management Plan*.

Background Information

This agenda item, concerning the need to review and potentially update the 2006 Solid Waste Transfer and Waste Management plan, <http://your.kingcounty.gov/solidwaste/about/Planning/documents/Transfer-Waste-Export-Plan.pdf> was discussed at the March PIC meeting. A motion was taken (passed unanimously) advancing it to the April meeting for action.

The Solid Waste Transfer and Waste Management Plan provides for construction or reconstruction of five transfer facilities to support the capacity, service, and operational needs of the waste system into the future: Shoreline, Bow Lake, Factoria, Northeast, and South. Shoreline and Bow Lake have been built and are in operation and Factoria is scheduled to begin construction in mid-2014. The South Transfer Station is in the environmental review stage and the Northeast Station is in the beginning planning stages.

The 2006 Solid Waste Transfer and Waste Management Plan was approved by the King County Council in December 2007. Since that time, circumstances have changed due to the economic downturn, and changes in technology. SCA member cities have suggested that it might be prudent to review the Plan in light of these changes, and recommend updates as appropriate. The Solid Waste Division has expressed openness to conducting such a review.



April 10, 2013
SCA PIC Meeting

Item 7:
Impacts of Regional Tolling
Action Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.org.

Recommended Action

The following policy position concerning the impacts of Regional Tolling was brought forward by the City of Kenmore at the March 6, 2013 PIC meeting.

To recommend to the SCA Board of Directors:
The Sound Cities Association supports mitigation from the State of Washington to address impacts from the current regional tolling of SR 520, as well as the potential regional tolling of I-90 and other future regional tolling.

Background

At the March 6, 2013 meeting of the PIC, Woodinville Mayor Bernie Talmas briefed the committee on a joint letter from five North End Cities (Bothell, Kenmore, Kirkland, Lake Forest Park, and Woodinville) to Governor Inslee and Committee Chairs of the House and Senate Transportation Committee regarding mitigation for SR 520 tolling and potential I-90 tolling.

The proposed position is not intended to be in support or opposition of regional tolling. The intent is to support communities negatively impacted by tolling.

Members suggested adding change in the proposed policy position to include and other future regional tolling, to account for transportation facilities that are impact by regional tolling in the future. The amendment and Motion passed unanimously.

Since the discussion at the March 6, 2013 PIC meeting, a number of cities have expressed interest in considering an additional public policy position in support of moving up the timetable at PSRC for taking a comprehensive look at tolling throughout the region. Following action on the above position, members may wish to have a discussion on this topic as well. Staff will work with members to develop language for a possible future policy position on this topic.

Attachment

- A) [Letter from North End Cities Regarding Tolling Mitigation](#)

February 27, 2013

To: Governor Jay Inslee
Senator Curtis King, Transportation Committee Co-Chair
Senator Tracey Eide, Senate Transportation Committee Co-Chair
Representative Judy Clibborn, House Transportation Committee Chair

Re: Regional Tolling Impacts

As the State of Washington considers tolling on the I-90 Bridge across Lake Washington, we, the Mayors of Bothell, Kenmore, Kirkland, Lake Forest Park, and Woodinville, on behalf of our cities, respectfully request mitigation resources to address impacts from regional tolling.

Since tolling has been implemented on the SR 520 Bridge, our north end communities have experienced increased traffic volumes and congestion on SR 522 and other state and local highways and roads. Yet our cities have received little to no mitigation funding as a result of the SR 520 tolling impacts.

We believe it is important to highlight that there are four east-west corridors connecting the communities surrounding Lake Washington: SR 522, SR 520, I-90 and I-405. The impacts on all four of these corridors must be considered when evaluating and mitigating regional tolling.

Tolling of the I-90 Lake Washington Bridge will very likely result in additional traffic on SR 522 and other roads and transportation systems here at the north end of the Lake. We are concerned that the cumulative impacts of regional tolling on our north/south and east/west corridors will continue to go unaddressed.

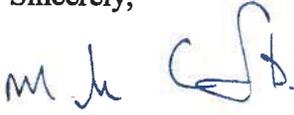
Therefore, we urge the State to review the additional impacts specific to our north end cities that would result from the cumulative consequences of regional tolling: traffic volumes and congestion, air pollution, noise pollution, transit, safety, and parking.

Furthermore, we anticipate mitigation resources from the State of Washington to address impacts from the current regional tolling as well as future regional tolling. Mitigation measures should include pedestrian and vehicle safety improvements, noise improvements, improved transit and transit access, as well as transportation capacity improvements, repairs, replacements, and retrofitting of affected transportation structures and systems.

Thank you for considering our communities as regional tolling policies are being evaluated.

We look forward to thoughtful discussions and evaluations that include our north end cities.

Sincerely,



Mayor Mark Lamb
City of Bothell



Mayor David Baker
City of Kenmore



Mayor Joan McBride
City of Kirkland



Mayor Mary Jane Goss
City of Lake Forest Park



Mayor Bernie Talmas
City of Woodinville

cc: Transportation Secretary Lynn Peterson
Senators and Representatives of the 1st, 32nd, 41st, 45th, 46th, and 48th Districts



April 10, 2013
SCA PIC Meeting

Item 8:

King County Metro – Long Range Planning

Potential Action Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.org.

SCA Regional Transit Committee Members:

Redmond Councilmember Kim Allen (SCA RTC Caucus Chair); Kent Councilmember Dennis Higgins (SCA RTC Caucus Vice Chair / alternate); Burien Councilmember Joan McGilton; Issaquah Councilmember Fred Butler; Shoreline Deputy Mayor Chris Eggen; Renton Councilmember Marcie Palmer; Federal Way Councilmember Jeanne Burbidge; Mayor Dave Hill of Algona; Auburn Councilmember Wayne Osborne (alternate); Sammamish Councilmember Tom Vance (alternate); Lake Forest Park Councilmember John Wright (alternate).

Recommended Action

At the March 6, 2013 PIC meeting, members expressed strong support for Metro basing its long range planning on the comprehensive plans of cities, and asked that a public policy position to that effect be brought back to PIC for initial consideration at the April 10, 2013 PIC meeting. This is a potential future action item, scheduled as a 3 minute update with 7 minutes for feedback.

To recommend to the SCA Board of Directors:

The Sound Cities Association supports the development of a King County Metro Long Range Plan, based on local comprehensive plans.

Background

Based on the discussions currently taking place at the Regional Transit Committee, the update of the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines will likely include policy language in support of a long range plan.

As part of a long range plan scoping/implementation section of the legislation, it is critical that Metro identify that they will base their long range plan on the comprehensive plans of cities. The service guidelines set priorities for adding or reducing service.

The linking transit and development working group identified several areas for improvement. These ranged from short-range project planning and implementation to long-range visioning

and determination of funding needs to support the levels of population, employment, and transit service growth outlined in the region's Vision 2040 and Transportation 2040 plans. Recommendations to improve coordination to inform service prioritization include:

- Local comprehensive plans could identify transit-supportive corridors and land uses; capital plans could incorporate transit priority treatments.
- Future network additions based on growth anticipated in local comprehensive plans and anticipated transit markets.

Potential Next Steps:

Working group members recommended that Metro collaborate with jurisdictions to plan more specific corridor service levels and priorities for the long-term, beyond the near-term scope of the service guidelines. This would give the jurisdictions certainty about future corridors and enable them to target population growth for areas where Metro plans high levels of transit service. A potential next step is to begin defining a long-range planning process. This should include:

- long-range planning principles based on Metro's strategic plan;
- concepts for a long-range service network;
- key capital improvements.

By April 30, 2013, Executive Constantine is required transmit to the King County Council an ordinance to update the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines recognizing that the strategic plan and guidelines are based upon Metro's current network, which will require future changes to meet the 2010 regional transit task force recommendations.

If you have additional questions or concerns please contact Monica Whitman at monica@soundcities.org or 206-433-7169.



April 10, 2013
SCA PIC Meeting

Item 9:

King County Parks Levy

Potential Future Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org.

SCA Regional Policy Committee Representatives

Mayor Pete Lewis of Auburn (SCA Caucus Chair and RPC Vice Chair); Federal Way Councilmember Dini Duclos (SCA Caucus Vice Chair); Mayor Bernie Talmas of Woodinville; Shoreline Councilmember Will Hall; Kent Councilmember Dennis Higgins (alternate); Bellevue Councilmember John Stokes (alternate).

Possible Action:

To recommend one of the following policy positions to the SCA Board of Directors:

- 1) The Sound Cities Association supports the King County Council submitting a six-year parks levy to the voters on the August 6, 2013 ballot, as proposed by the County Executive; OR
- 2) The Sound Cities Association recommends that the King County Council amend the County Executive's proposal for a six-year parks levy by XXX (TBD following discussion at PIC), and that the levy as modified be submitted to the voters on the August 6, 2013 ballot.

Background

The County Executive has proposed submitting a six-year parks levy to the voters on the August 6, 2013 ballot. Mayors Baker of Kenmore and Talmas of Woodinville along with members of the RPC have asked to have this item placed on the PIC agenda for possible action. The possible actions the PIC could take include:

- Support for the parks levy as proposed;
- Support for modification of the parks levy (TBD following discussion at PIC, and by individual city councils);
- No action by SCA.

The proposed parks levy would require approval by a simple majority. It would be assessed at a rate of 18.91 cents per \$1,000 of assessed valuation, for a cost of \$56.73 in 2014 for the owner of a \$300,000 home. It would raise \$60.7 million in 2014.

	Existing Levies		Proposed Levy		
	2013 Rate (Cents)	2013 Cost per HH*	2014 Rate (Cents)	2014 Cost per HH*	2014 \$ Raised
Existing Levy Programs	13.31¢	\$39.93	14.89¢	\$44.67	\$47.7 M
Strategic Enhancements	--	--	4.02¢	\$12.06	\$13.0 M
TOTAL	13.31¢	\$39.93	18.91¢	\$56.73	\$60.7 M

**Based on the 2013 median home value in King County of \$300,000 (King County Assessor, Feb 2013)*

The proposed levy would replace two levies that will expire at the end of this year. These existing levies are currently assessed at a combined rate of 13.31 cents, for a cost in 2013 of \$39.93 for the owner of a \$300,000 home.

The proposed levy would include 14.89 cents to continue the programs of the expiring levies and an additional 4.02 cents for new and enhanced programs, including major maintenance, open space acquisition, and trail development. The proposed levy would raise \$393 million over six years.

On March 28, 2013 the Regional Policy Committee was briefed and given an overview of the Executive's proposal by Council and Executive staff. SCA Members also had the opportunity to attend a briefing at a pre-PIC workshop on March 6, 2013. The PowerPoint presentation from that workshop is attached to the minutes of the March 6, 2013 PIC meeting in this packet.

2012 Task Force

In May of 2012, the King County Executive convened a 21 member Parks Levy Citizens Task Force. In late 2012, the Task Force recommended to the Executive a new, 19.01 cent six-year levy to continue the programs funded by the 2007 levies, and also to add funding for a set of strategic enhancements. (Task Force report can be found as Attachment A).

Proposed 2013 Parks Levy

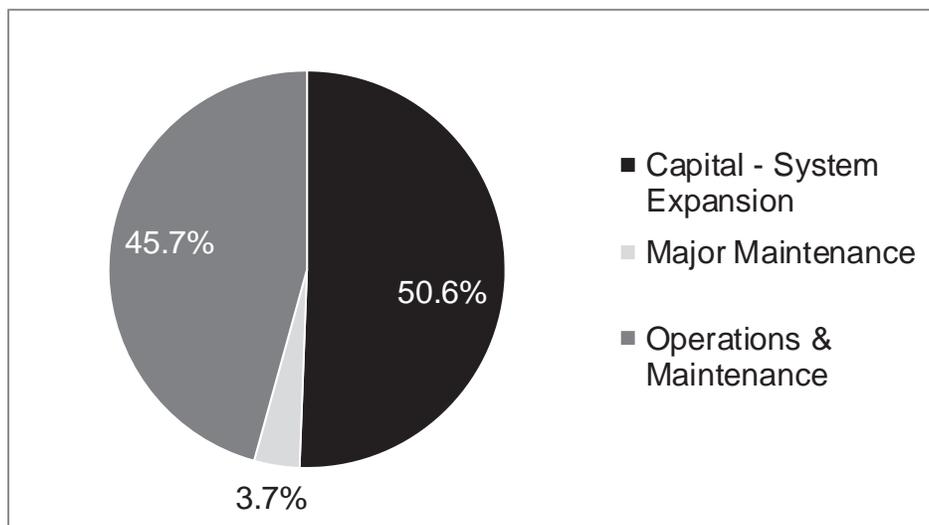
In February 2013, in response to the Parks Levy Task Force recommendation, the Executive proposed a new, 18.91 cent six-year parks levy to be placed on the August 6, 2013, ballot. The Executive's proposal is one-tenth of a cent less than the Task Force's recommendation. This difference stems from:

- Lowering the Task Force's recommendations slightly for Eastside Rail Corridor preservation and protection and infrastructure repair and preservation; and
- Adding funds in three areas: regional open space acquisition, peak season core maintenance, and enforcement and safety.

Parks Levy Citizen Oversight Board

The ordinances submitting the 2007 parks levies to the voters established a Parks Levy Citizen Oversight Board. The nine-member Board is composed of one member from each Council district. Members were appointed by the Council and serve through the middle of 2014. The Oversight Board's task is to review parks levy spending each year and ensure that it complies with the requirements of the levies approved by the voters. Because the Oversight Board's term ends in 2014 (after the Oversight Board has completed its review of 2013 spending for the 2007 levies), the proposed ordinance would create a new Oversight Board to review spending on the 2013 levy, should it be approved.

Proposed Levy Categories of Expenses



(Note that this breakdown is not exact, as some allocations span categories)

Major Capital Projects

In addition to allocating funding for overall operations and open space and trail acquisition and development, the proposed levy would allocate funds to two major capital projects: development of the Lake to Sound Trail (\$3.21 million in 2014) and Eastside Rail Corridor trail (\$2.52 million in 2014).

Major Maintenance Funding

The proposed levy would be divided almost in half between capital expenditures (for open space and trail acquisition and development) and operation and maintenance expenses. The proposed levy would add funds for major maintenance projects, in recognition of the steep decline in Real Estate Excise Tax (REET) funds since the recession. The levy proposes \$1.29 million annually for infrastructure repair and preservation and \$1 million for bridge and trestle repair.

These funds would allow the Parks Division to repair or replace 14 bridges and trestles during the levy period. Three of those would involve significant work:

- Tokul Creek Bridge (Snoqualmie Valley Trail)
- Boxley Canyon Bridge (Snoqualmie Valley Trail)
- Preston-Snoqualmie Trail bridge (Preston-Snoqualmie Trail)

Funds Available in Levy for Cities

7% of the levy as proposed would go directly to cities as a passthrough. This translates into a rate of 1.3¢ per 1,000 of assessed valuation, for a cost of \$4.40 per household. The funds to cities would total \$4.2 million annually. The funds could be used for any local parks and recreation capital purpose. The funds would be distributed annually, by assessed valuation and population.

In addition, cities may be eligible to compete for funds through the Community Partnership & Grants (GPG) Program. The CPG program was started a decade ago to encourage private, community-based investment in County parks. The proposed levy would continue the current level of County investment at a rate of 0.16 cents. In 2014, this allocation would cost \$0.48 for the owner of a \$300,000 home and would raise \$500,000. In the past, funds from the GPC program were not available to cities. SCA staff is working with County staff to ensure that the levy would allow for the usage of CPG funds for city parks, and will provide an update at the April 10, 2013 PIC Meeting.

Finally, many of the open space and trail projects proposed for funding (including the Eastside Rail Corridor and Lake to Sound Trail) were identified because they would link communities, cities, and transit hubs. These regional projects may be of particular interest to SCA member cities.

Attachments

- A) [Parks Levy Task Force Report](#)
- B) [Proposed Levy Cost per Household by Home Value](#)
- C) [King County Parks Strategic Acquisition Zones Map](#)
- D) [Regional Trails Future Priority Projects Map](#)

King County Parks Levy Task Force

November 16, 2012

Honorable Dow Constantine
King County Executive
401 5th Avenue, Ste. 800
Seattle, WA 98104

RE: Report of the King County Parks Levy Task Force

Dear Executive Constantine:

We enclose a copy of our report in response to the mission you gave us this past June to respond to two questions:

- What should be done to preserve the County's 26,000-acre system of parks and trails after the current operating and capital levies expire at the end of 2013?
- What should be done to meet the future parks and recreation needs of King County residents?

We are recommending a bold package that will both continue the levels of support provided by the two current parks and open space levies and seek funding for a limited set of strategic enhancements. As stated in the Executive Summary, we believe this proposal is consistent with the vision that voters of King County have supported many times: approving legacy investments in our quality of life and preserving our spectacular natural environment.

We thank you for the opportunity to serve on this Task Force. We would also like to express our thanks to the Parks Division staff for their excellent work in support of the Task Force.

The three Task Force Co-Chairs would be pleased to meet with you to discuss our recommendations and answer any questions you may have regarding them.

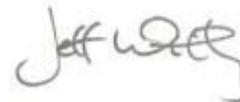
Sincerely,



Louise Miller, Co-Chair
Former State Legislator and
King County Councilmember



Kathy Surace-Smith, Esq., Co-Chair
Principal and Owner, Lochleven
Consulting PLLC



Jeff Watling, Co-Chair
City of Kent, Director, Parks,
Recreation and Community
Services



Shiv Batra
Executive Vice President,
Tetra Tech



Hilary Franz
Executive Director, Futurewise



Gordon McHenry Jr.
Mountains to Sound Greenway
Board of Trustees



David Burger
Executive Director,
Stewardship Partners



Donald Harris
Manager, Property and Acquisition
Services, City of Seattle, Parks and
Recreation

Mathew Pruitt
Commissioner, Finn Hill Parks
and Recreation District



Leda Chahim
Government Affairs Director,
Forterra



Terry Higashiyama
Community Services Administrator,
City of Renton



Charles Ruthford
Cascade Bicycle Club Board of
Directors



Julie Colehour
Principal, Colehour + Cohen



Al Isaac
Des Moines Legacy Foundation
Board of Directors



Chukundi Salisbury
Project Manager/Trails
Coordinator, City of Seattle,
Parks and Recreation



Karen Daubert
Executive Director,
Washington Trails Association



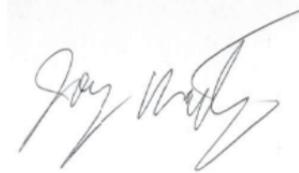
Terry Lavender
Chair, King County Conservation
Futures Citizen Advisory Committee



Jim Todd
Citizen Volunteer



Mike Deller
Washington State Director,
The Trust for Public Land



Joey Martinez
Commissioner, Burien Planning
Commission



Justin Vanderpol
Evergreen Mountain Bike
Alliance Board of Directors / King
County Parks Levy Citizen
Oversight Board

Report of the King County Parks Levy Task Force

October 2012

Executive Summary

The King County Parks Levy Task Force was charged by County Executive Dow Constantine to respond to two questions:

- What should be done to preserve the County’s 26,000-acre system of parks and trails after the current operating and capital levies expire at the end of 2013?
- What should be done to meet the future parks and recreation needs of King County residents?

We recommend that the County ask the region’s voters to **continue the levels of support** provided by the two current parks and open space levies – ensuring the County’s parks, open space and trails remain open; funding capital improvements in cities’ parks and trails systems; and supporting the Woodland Park Zoo -- and also seek funding for a **limited set of strategic enhancements** to: provide more and improved County parks and trails; acquire additional open space to serve our growing region; and fund two major trail corridors. We recommend using a six-year, inflation-adjusted (CPI-indexed) property tax levy lid lift mechanism to generate the revenue to support these investments. A summary of our recommendation is presented below.

SUMMARY OF TASK FORCE FUNDING RECOMMENDATION¹

Continuing Current Level of Effort	14.89 cents	Strategic Enhancements	4.12 cents
County Parks Operations and Maintenance	8.29	Preserve/Protect BNSF corridor	0.23
Regional Open Space Acquisition	1.32	Support 4H Program	0.03
Regional Trails System	2.48	Community Partnerships and Grants	0.08
Community Partnerships and Grants	0.16	Asset Replacement and Repair	0.80
Cities’ Parks and Trails	1.32	Bridges and Trestles	0.30
Woodland Park Zoo	1.32	Trailhead Development and Accessibility	0.20
		Regional Open Space Acquisition	0.70
		New Trail Corridor Development	1.80

TOTAL RECOMMENDED LEVY RATE:²

19.01 cents / \$64 annual household impact

This is a bold package and calls for strong regional leadership. We believe this proposal is consistent with the vision voters of King County have supported many times: approving legacy investments in our quality of life and preserving our spectacular natural environment.

¹ Assumes six-year Consumer Price Index (CPI)-indexed levy lid lift for 2014-2019, OEFA forecasts from 2012 August, and cost growth rate assumptions approved by the King County Office of Performance, Strategy and Budget.

² Numbers may not total due to rounding.

Report of the King County Parks Levy Task Force

October 2012

Introduction

Confronted with a \$52 million general fund crisis in 2002, King County faced the very real possibility of closing its large system of parks, pools, and recreational programs. Informed by extensive public outreach and stakeholder input, as well as by the work of the *Metropolitan Parks Task Force*, the Parks Business Transition Plan was adopted by the King County Council and became the blueprint for restoring stability to the County's parks system. King County Parks reoriented its mission to focus on providing regional trails, regional recreational facilities, regional natural area parks, and local rural parks. Cities helped make this transition possible by assuming ownership for dozens of local in-city parks facilities, including many swimming pools, playgrounds and athletic fields. The County also sought financial sustainability through a property tax levy and a commitment to generate business revenues through entrepreneurial and enterprise activities. That initial levy, targeted to provide operations and maintenance for the period of 2004-2007, was approved by voters in 2003 by 57 percent.

In 2007, the *Parks Futures Task Force* recommended that the Division continue along the path set forth under the Parks Business Transition Plan and that a seven-cent operating and a five-cent capital levy be placed on the ballot. In the end, the King County Executive proposed and the Council approved the following levies for 2008-2013:³

- A five-cent operating levy (does not support parks or facilities in the Unincorporated Growth Area)
- A five-cent open space and trails levy for:
 - Open space and regional trails for King County (3 cents)
 - Open space and trails for the 39 cities within King County (1 cent, distributed by population and assessed value)
 - Woodland Park Zoo operations, environmental education programs and capital improvements (1 cent)

King County voters approved the levies by 63 percent and 59 percent respectively.

In June 2012, King County Executive Dow Constantine convened a third citizen task force, the *King County Parks Levy Task Force*. He asked us to recommend a funding strategy to ensure the vitality and sustainability of King County's parks and trails upon the expiration of the two current levies at the end of 2013. This report presents our findings and recommendations with respect to the following questions, which served as the core of our mission as a task force:

- What should be done to preserve the County's 26,000-acre system of parks and trails after the current operating and capital levies expire at the end of 2013?
- What should be done to meet the future parks and recreation needs of King County residents?

³ See Appendix 1, providing a summary of the current levies approved by voters in August 2007.

The Executive also requested that we outline the structure and scope of any funding recommendations and that our recommendations promote the equity and social justice goals of the County and the King County Strategic Plan.⁴

Task Force Proceedings and Membership

The King County Parks Levy Task Force (“Task Force”) met nine times over this past summer. We held our first meeting on June 26 and our last meeting on October 2. All meetings were open to the public. We received extensive briefings from the King County Parks Division (“Division”) staff and other stakeholders on a full range of topics, including: the Division’s mission and vision, assets and operations, financing structure, and recent history; the non-county facilities and programs supported by Open Space and Trails Levy; feedback from stakeholders and members of the public as to what they value and need from their parks, trails and open space; and the priorities of the Division as to future funding. We heard from several outside stakeholders as to their priorities for future funding and considered the results of a survey of King County residents on park and recreation issues, conducted on behalf of the Division in August 2012. We reviewed the various funding mechanisms and tools available to the Division; considered the issue of competing ballot measures expected to be submitted over the next two years; and received information on the County’s General Fund. All our meeting agendas, summaries and materials can be found online at <http://kingcounty.gov/recreation/parks/taskforce.aspx>.

The Task Force is a diverse group. We come from all parts of King County – south, east, north and west and rural and urban areas. We represent a variety of professional backgrounds and affiliations, from the field of parks and recreation to transportation engineering to open space preservation. Collectively, we brought a broad range of perspectives and experience to this challenge, and we learned much from one another over the course of our discussions. A full list of members is set forth at **Exhibit A**. We were led by three co-chairs: Louise Miller, Kathy Surace-Smith, and Jeff Watling, and had the benefit of an outside facilitator to guide our discussions. Over the course of our deliberations, and thanks in no small part to the Division being extremely responsive to our many requests for information, we reached a strong consensus recommendation on future parks and recreation funding, as presented in this report.

Task Force Findings

1. ***King County’s parks, trails and open space contribute immeasurably to our quality of life, preserving our natural heritage, supporting active lifestyles for our residents, and providing economic benefits.***

Basis for finding:

- King County’s 200 parks provide venues to meet the increasing recreation demands of our growing population. King County Parks today operates 82 athletic fields available for a variety of team sports and other activities, 29 play areas, 26 picnic shelters, 2 equestrian arenas, and a world class aquatic center.
- The King County Regional Trails System includes 175 miles, connecting urban and rural communities. The Regional Trails System directly touches 30 of our 39 cities and serves as an

⁴ Our mission statement is reproduced in full at Appendix 2.

increasingly important alternative to traditional means of commuting, as well as providing an important family recreational resource.⁵

- With more than 21,000 acres of natural areas, King County Parks preserves our natural heritage of forests, streams, and salmon, protecting water quality and reducing our carbon footprint while providing many passive recreation opportunities. In many cases, through creative transactions the County has protected invaluable habitat areas in private ownership with conservation easements to preserve the natural values of these lands for public benefit.
- These parks, trails, and natural areas also support our region's economy by making this a place where people want to live, work and raise their families.⁶

2. *The public places a high value on acquiring open space and developing a regional trail system; the Division's mission and goals are aligned with these public priorities.*

Basis for finding:

The Division's *2011 Customer Satisfaction Initiative*⁷ interviewed 1700 respondents online, 400 park users, 16 parks directors, County employees and included two citizen focus groups. It found broad support for six common themes:

- the value of parks, trails and natural areas
- the importance of investing in maintenance and protect existing infrastructure
- strong support for the Regional Trails System and a desire to complete missing links in that system
- support for partnerships to leverage tight resources
- recognition that there is not full equity in the geographic distribution of parks, trails, and recreational opportunities and a desire to address that inequity
- the need for a regional discussion on aquatics-- which was also recognized as beyond the scope of current deliberations on funding King County Parks

The Division expresses its current priorities in terms of four core goals, which are consistent with the Division's mission and Business Transition Plan (adopted by the County Council in 2002) and support the themes of the *2011 Customer Satisfaction Initiative*:

- Goal 1: Take Care of What We Have
- Goal 2: Grow/Connect Regional Open Space and Natural Lands
- Goal 3: Improve Regional Trails System and Regional Mobility
- Goal 4: Make Parks More Accessible

The Task Force finds that these are appropriate goals, and if followed, will preserve the necessary focus of effort required by limited resources and defined by Parks' mission and the Business Transition Plan.

⁵ A wealth of information on the benefits of trails can be found at www.americantrails.org.

⁶ The Trust for Public Land has considerable data on the economic and health benefits of parks. See: <http://www.tpl.org/>. Appendix 3 includes additional detail on King County Parks' inventory.

⁷ The full report can be found at: http://your.kingcounty.gov/dnrp/library/parks-and-recreation/documents/task_force/background_materials/10.KCP_Input_Summary_All_Report-Final.pdf.

3. ***Due to the County's and the Division's financial situation over the past decade, the Division has faced challenges in providing adequate levels of service. Taking care of the park and trail assets we have should be a major priority for future funding.***

Basis for finding:

In 2013, King County Parks will be 75 years old, and many facilities in its inventory are even older. The current parks levies provide no funding that can be used for major maintenance of existing infrastructure, and Real Estate Excise Tax (REET) revenues, which traditionally have been used by the Division for major maintenance, are down 83 percent from 2006 to 2012. At the same time, King County Parks continues to grow, adding new responsibilities to care for and steward. As a result, the overall level of maintenance and particularly capital facilities repair and replacement has eroded over the last six years, despite the best efforts of Division staff and some 50,000 hours of volunteer support annually. Day-to-day maintenance levels are visibly lower than that found in local city parks' systems.

Major maintenance deferred too long can lead to long-term damage and even permanent closure of facilities. We understand from presentations by Division staff that some regional trails and recreation facilities could face closure if supporting bridges and trails are not repaired. This is not acceptable. The public's investment in King County's parks, trails and natural areas must be protected. An outside consultant identified multiple bridges and trestles and Division maintenance shops in serious need of repair. In addition, the consultant found many play areas, restrooms and other facilities in serious need of repair. The major maintenance backlog for the Division has grown each year for the last several years.

For the public to continue to support parks and trails, the public must continue to be able to use those parks and trails. A greater priority must be given in the next levy to supporting capital repair and facilities maintenance.

4. ***Preservation of open space protects water quality, provides habitat for fish and wildlife, and creates recreational opportunities. In light of the current economic climate and lower land values, the Division has an excellent opportunity to make progress on the regional open space vision.***

Basis for finding:

The County's planned open space and natural lands acquisitions are targeted strategically to enhance connectivity of lands already in the open space inventory, improving water quality, creating corridors for wildlife, and protecting critical habitat. Between 2009 and 2013, assessed values for property in King County have fallen nearly 20%. There is a unique opportunity before us now to acquire legacy properties at very attractive costs that may otherwise be lost forever.

A portion of the 2008-2013 Open Space and Trails Levy, which is often leveraged with the Conservation Futures Tax (CFT) funds or other grants, has helped to add 5,500 acres of open space to King County Parks' inventory. Many of the natural lands have been preserved through purchase of easements (4,800 of the 5,500 acres), which is an effective use of limited resources because easements are less expensive than acquiring title, and conservation easements limit the Division's ongoing maintenance costs associated with natural land management.

5. ***The Regional Trails System provides many benefits; there remain a number of missing links and gaps in the System that should be addressed. We are at a critical juncture in terms of moving ahead with two legacy trail projects: the Lake-to-Sound Trail through south King County and the Burlington Northern Santa Fe (BNSF) Rail Corridor on the Eastside.***

Basis for finding:

Trails provide not only a recreational outlet but also an increasingly important alternative to traditional means of commuting. They provide a safe pathway to school for children and a place for family recreation.

Several trails in the network have notable gaps. Projects are underway or planned to complete critical connections on the following trails: East Lake Sammamish, Sammamish River, Lake-to-Sound, Green River, Green-to-Cedar River, Soos Creek, Foothills Trail, and Snoqualmie Valley. Since 2008, the Open Space and Trails Levy has provided key matching funds that helped the Division secure almost \$4 million in state and federal grants for Regional Trails System development. Sustained long-term funding will be needed to complete these efforts.

The Lake-to-Sound Trail addresses the lack of trails serving south King County. Completing the many gaps in this trail is possible within the next six years—if funding is available. The Lake-to-Sound Trail runs through many of the most economically disadvantaged areas of King County, and once completed, will serve communities characterized by poor health outcomes. It will provide these residents easy access to the entire Regional Trails System, as well as link to major transit hubs.

After years of effort, the County is about to acquire a 15.6 mile segment of the Eastside Rail Corridor, formerly the BNSF rail corridor. This corridor will become the responsibility of the Division and will require at least minimal maintenance while plans for future development are completed. Neither day-to-day maintenance nor the studies and outreach necessary to support future development plans of this corridor are currently funded. This trail will link eastside cities from Woodinville in the north through Renton in the south and will connect to other trails, creating an off-street, non-motorized network from Snohomish to Pierce County.

6. ***City and County parks systems are integrally linked. It is appropriate for a regional levy to provide capital funding for parks and trails in King County's 39 cities.***

Basis for finding:

City and county parks, trails and natural areas are integrally linked, and our region is stronger when both city and county park systems are thriving. The public often does not perceive where one system picks up and another leaves off. Together, these systems provide the full range of parks and recreation services the public needs and expects and that contribute so much to our quality of life. King County Parks provides regional parks and trails and is also the local provider for parks in unincorporated King County, which is home to 280,000 residents. In King County's 39 cities, local parks and recreation agencies provide a range of services, from soccer fields to senior programs, and also have trails networks and natural areas that support and often connect directly to the County's larger regional trail and open space assets.

City parks and recreation agencies have made a strong case to continue receiving proceeds from a future county-wide parks levy and to expand the scope of eligible uses for those proceeds. Representatives from city parks departments explained to us that with the greater focus on active recreation in city systems, city priorities for capital funds may often not be limited to trails and open space. In recent years, many cities have assumed ownership of local parks previously owned by King County. Given the synergistic relationship among regional and local parks and trails, we find it is appropriate to expand the scope of use of levy funds allocated to cities to include any capital purpose within local parks and recreation systems.

- 7. The Woodland Park Zoo is a treasured regional asset that receives nearly twelve percent of its annual operating revenues from the 2008-2013 Open Space and Trails Levy. Loss of this revenue would have significant negative impact on Zoo programs and operations.***

Basis for finding:

The Woodland Park Zoo is a unique and regional asset. Per correspondence from the Zoo submitted to us, 75 percent of visitors come from King County; 25 percent of members and 43 percent of school visits come from outside Seattle. This correspondence also notes that “in an urbanizing area that is increasingly disconnected from the natural world, the Zoo offers a great place for a family to spend the day, for children and adults to learn about animals and their habitat, and to get back in touch with nature in a unique way.” (See **Exhibit B.**) We also would note that the Zoo’s program to fund transportation for school children to visit the Zoo helps many low income communities and supports the County’s equity and social justice goals.

In 2012, nearly twelve percent of the Zoo’s annual operating budget will come from the Open Space and Trails Levy. To avoid program cuts, particularly to environmental education programs, the Zoo has requested continued funding from a future levy at the current, indexed rate. We believe it is important to continue regional funding for the Zoo.

- 8. The Division has demonstrated impressive success at leveraging levy funds and generating entrepreneurial revenue, reducing needed taxpayer support for the County’s parks and trails. Considering the passive nature of the majority of the County’s parks and trail assets, a modest downward adjustment in entrepreneurial revenue growth forecasts is appropriate.***

Basis for finding:

King County Parks has made difficult choices and smart investments in the last decade to leverage the limited funding available for parks and trails. The Community Partnerships and Grants (“CPG”) Program is a particularly impressive example. Since 2003, more than 40 projects have been completed or are currently underway through the CPG Program, which when completed will provide new or improved public recreation facilities worth an estimated value of \$50 million. Such is the success of this program that we are recommending additional funding for it in the future.

King County Parks has also made extensive use of volunteers — regularly securing over 50,000 hours a year in volunteer service to maintain and improve parks, trails, and natural areas-- and has a number of

arrangements with nonprofit service providers who provide programming in King County Parks' facilities.

Consistent with the 2002 Business Transition Plan, King County Parks has been highly successful in securing entrepreneurial revenues, meeting a five percent annual revenue growth target every year from 2004 to 2010. However, in light of the economic climate and King County Parks' inventory-- primarily natural areas and trails that provide very limited direct revenue-generating opportunities-- it is not realistic to expect that the Division can continue to generate growth in income at that rate indefinitely. We support the Division's continued pursuit of entrepreneurial opportunities and corporate and community partnerships, and agree with them that a three percent per year business revenue growth target is more sustainable. This adjusted target is reflected in the level of maintenance and operations levy support we are recommending below.

9. ***King County Parks depends on levy revenues to operate and invest in its parks, trails, and natural areas: continuing the current level of effort for the County, Cities and Zoo will require a total levy rate of 14.9 cents in 2014.***⁸

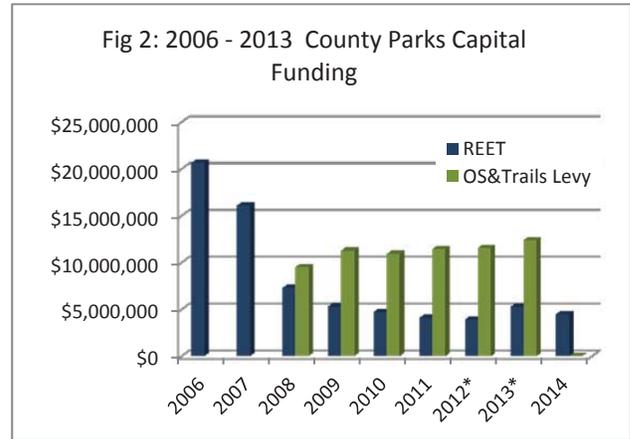
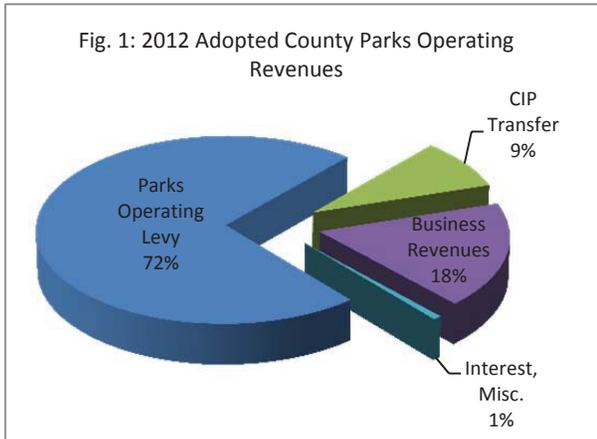
Basis for finding:

In 2012, the King County Parks Operations and Maintenance Levy is anticipated to comprise an estimated 72 percent of the Division's operating revenue, and the Open Space and Trails Levy will comprise 68 percent of the Division's capital budget. See **Figures 1 and 2**.

King County Parks' revenue outlook has deteriorated significantly since passage of the levies in 2007. Among many factors that affected the Division's financial situation was the elimination of County General Fund support by 2011 due to the County's overall budget challenges. This eliminated the only tax revenue source available to support operation of nearly 30 County local parks facilities in the Urban Growth Area (current levy monies may not be expended for operation of these local urban facilities). In this regard, it should be noted that the Task Force did not expressly discuss whether the next levy should allow or disallow use of levy funds for maintenance of local parks in the urban areas.

Since 2008, several other factors have combined to increase pressure on the Division's operating and capital budgets: a generally poor economic climate; some significant new responsibilities (including but not limited to the Maury Island site); and loss of Real Estate Excise Tax (REET) revenues, which have fallen 83 percent from 2006 to 2012. The Director of the King County Office of Performance, Strategy and Budget forecasts REET to grow very modestly over the next several years, in no small part due to annexation of significant parts of the unincorporated urban area to cities. There is no expectation that REET revenues will rebound even close to the levels seen in 2007, when the current levies were submitted to the voters. Historically, the Division has used REET to pay for major maintenance and park and trail enhancements; its significant decline in the past few years has left the Division with very few options for funding those needs.

⁸ Assumes six-year Consumer Price Index (CPI)-indexed levy lid lift for 2014-2019, OEFA forecasts from 2012 August, and cost growth rate assumptions approved by the King County Office of Performance, Strategy and Budget.



Source: King County Parks Division.

Due to significant decreases in assessed values in King County since 2008, the effective levy rate for the two levies will be 13.4 cents in 2013, an increase of 35 percent since the start of the current levies. Accounting for inflation and decreased assessed values, the levy rate⁹ required to carry forward what is currently provided by the two existing levies is 14.9 cents, which equates to \$50.20 per year for an average King County homeowner with a house valued at \$337,000.¹⁰

It is important to note that this current level of effort does not address the Division’s growing major maintenance backlog, making up for the elimination of General Fund support, the significant decline of REET revenues, or system growth. Nor does it provide the Division with any additional capacity to take advantage of historically low property values to strategically add to our open space and natural areas inventory, build out the Lake-to-Sound Trail, or plan for the future of the BNSF Trail Corridor.

10. At least for now, there is no reasonable alternative but to again seek voter approval for another levy to support County parks and trails operations and capital projects.

Basis for finding:

We reviewed all the currently available types of mechanisms to fund parks, including:

- *The County General Fund* – Dwight Dively, Director of the King County Office of Performance, Strategy and Budget, was very clear that the County General Fund will not absorb the cost of operating and maintaining King County’s parks, trails and natural areas in 2014 or anytime in the foreseeable future at the expense of other mandated services.
- *A new taxing district* – Parks and Recreation District or Service Area, or Metropolitan Parks District – we find that these mechanisms are somewhat cumbersome and are more complicated to establish.
- *Bonds for capital purposes* — the 60 percent threshold required for approval by voters is a high bar. We prefer an option that is more likely to be successful. Also, this mechanism does not address day-to-day operating needs since bond proceeds must be spent on capital items.

⁹ A non-indexed levy would require a higher levy rate.

¹⁰ Average home value based upon 2011 King County Assessor’s Office estimates.

- *Imposition of an additional REET* — there is statutory authority for a third REET tax (RCW 82.46.070). This is of limited use since it can only be applied to purchasing and maintaining new conservation areas.
- *Levy Lid Lifts* – there are three types of property tax levy lid lifts:
 - a six year levy with indexing (current mechanism);
 - a six year levy subject to I-747 limits; or
 - a one-year levy.

An annual levy is obviously too limited to provide any security for the continued operation of the system.

The six-year, inflation-adjusted levy, which is what King County voters approved in 2007 to fund the Division, has a “simple majority plus one requirement” for passage and the inflation adjustor helps keep the initial levy rate to a minimum.

11. *Residents strongly support the County’s parks and trails and there is good indication of support for continuing a levy at the level we are recommending. We believe that these initial findings should be confirmed later by gathering additional public opinion.*

Basis for finding:

The survey of King County residents conducted in August 2012 by EMC Research for the Division indicates strong public support for parks and recreation generally, and among those familiar with the Division’s assets, strong support for King County Parks specifically. The report from this research is presented at **Exhibit C**. A few of the more compelling findings are noted here:

- Sixty-five percent of those surveyed gave a positive rating to the King County Parks system.
- In concept, 86 percent of residents surveyed rated it very important or somewhat important to fund the Division’s operations; 75 percent rated capital funding very important or somewhat important.
- Investment priorities that rated strongest were open space acquisition, the Woodland Park Zoo, equity and social justice issues, and major maintenance. However, *all investment priorities included in the survey received over 75 percent favorable ratings*—including the Eastside Rail Corridor trail, Lake-to-Sound Trail, funding for cities’ park agencies, building out the existing Regional Trails System, and improving the level of service in the County’s parks and trails.
- After respondents were told it would cost the average household approximately \$73.60 per year, 56 percent of those surveyed ranked it very important or somewhat important that enhanced operations and capital investments be funded. Twenty-six percent were undecided.

The EMC survey was statistically valid and provides encouraging insight into King County residents’ values and interests around parks issues. That said, it would be helpful in the future to do an additional survey to confirm these initial findings.

Task Force Recommendations

Process to Reach Funding Recommendations

After providing extensive information about the County's parks, trails and open space and the Division's current financial and operating conditions, the Division presented the details of economic modeling for a broad set of funding components for the period of 2014-2019, such as basic maintenance, increased levels of service, and the development of major trail corridors. Continuation of funding for cities' parks and the Zoo were also presented. The Division utilized the August 2012 Office of Economic and Financial Analysis (OEFA) forecast for assumptions on assessed value, consumer price index, cost of living adjustment, and new construction indicators, and the King County Office of Performance, Strategy and Budget approved the cost assumptions employed in the modeling. We also considered project proposals submitted to us through public comment.

We then asked the Division to present its priority components and associated levy rates, including information on the total annual revenue generated and estimated annual cost per household. The Division grouped its priority components into categories based on its four core goals and presented the rationale and specific items that each component would fund.

The Task Force then decided to vote on each component individually, including the proposals presented through public comment. In some cases, if requested by a Task Force member, we voted specifically on individual subcomponents of a proposal. In cases where consensus was not reached due to a significant number of questions or concerns on a component, we asked the Division to bring back more information at the next meeting. Once our questions were answered, we again voted on the components.

As agreed upon in our ground rules, the Task Force conducted business based on consensus, which we further defined to mean 80 percent of those present in person or by proxy at a meeting.

The Recommended Funding Package

We are endorsing a funding package that we see as a bold step forward for our region. First, we recommend the County again use a six-year, inflation-adjusted (CPI-indexed) property tax levy lid lift mechanism. Second, we recommend continuing to fund the components currently supported by the Parks Operations and Maintenance Levy and the Open Space and Trails Levy.

Table 1: Continued levels of service of current levies, carried over to 2014-2019

Description	Levy Rate (cents)	Annual \$ (millions)	\$ per HH (annual)
Operations and Maintenance	8.29	\$26.5	\$27.90
Regional Open Space Acquisition	1.32	\$4.2	\$4.40
Regional Trails System	2.48	\$8.0	\$8.40
Community Partnerships and Grants	0.16	\$0.5	\$0.50
Cities' Parks and Trails	1.32	\$4.2	\$4.40
Woodland Park Zoo	1.32	\$4.2	\$4.40
Total:	14.89	\$47.7	\$50.20
<i>*May not add due to rounding.</i>			

Third, we recommend small but strategic set of investments that will help the Division to preserve, improve and enhance its parks, trails and natural areas.

Table 2: Strategic enhancements for 2014-2019

Description	Levy Rate (cents)	Annual \$ (millions)	\$ per HH (annual)
BNSF Corridor Preserve & Protect	0.23	\$0.7	\$0.80
4-H Program	0.03	\$0.1	\$0.10
Community Partnership and Grants	0.08	\$0.24	\$0.30
Asset Replacement and Repair	0.80	\$2.6	\$2.70
Bridges and Trestles	0.30	\$1.0	\$1.00
Trailhead Development and Accessibility	0.20	\$0.6	\$0.70
Regional Open Space Acquisition	0.68	\$2.2	\$2.30
New Trail Corridor Development	1.80	\$5.8	\$6.10
Total: <i>*May not add due to rounding.</i>	4.12	\$13.3	\$14.00

The combined total package is presented at **Exhibit D**.

This proposal is a truly regional package. It invests in all parts of the county, both geographically and demographically. It incorporates the County’s goals for equity and social justice by focusing resources on underserved areas of the county, and reducing barriers to access parks, trails, and natural areas.

Our proposal takes advantage of the opportunities presented by today’s current low property prices and favorable construction climate, which give us an unprecedented opportunity to make real progress in improving connectivity in the County’s inventory of natural lands and open space and closing the gaps in our trail system. The package also addresses the increasing use and wear and tear on the Division’s aging assets: we must do a better job of funding repair and maintenance of our existing assets to honor the public’s investment here and minimize the risk of future closures due to deterioration. Our proposal includes a small amount of additional funding for the Community Partnerships and Grants (CPG) Program, which has had phenomenal results in building partnerships and leveraging public dollars into new or improved recreation facilities throughout the county.

While this funding proposal does not respond to all of the challenges facing the Division, we believe it will achieve the goal of keeping King County’s system safe and open for all King County residents to enjoy while making investments that support the future of our growing region.

The Division presented us with four goals, restated in Table 3. Outlined below is how our funding proposal aligns with those four goals, starting in each case with items that reflect a continuation of current service levels, and then identifying the strategic investments we recommend adding.

Table 3: King County Parks Core Goals for Future Funding

- Goal 1: **Take Care of What We Have**
- Goal 2: **Grow/Connect Regional Open Space and Natural Lands**
- Goal 3: **Improve Regional Trails System and Regional Mobility**
- Goal 4: **Make Parks More Accessible**

- **Goal 1: Take Care of What We Have**

Protecting the public’s investment in the existing King County system means no longer deferring critical facility maintenance and repair, which only gets more expensive over time. We must make investments now to keep our parks and trails clean, safe, open and accessible for all King County residents.

Continuation of current service level:

- **Fund Current Operations & Maintenance levels.** This provides continuing funding for the current level for day-to-day operations and maintenance of King County’s 200 parks, 175 miles of trails, and 26,000 acres of open space. Note that this does not replace the elimination of General Fund support or increase operations and maintenance funding. It does incorporate an assumption that for the 2014-2019 funding period, entrepreneurial revenue generation will increase at 3 percent each year. *Levy rate: 8.29 cents.*

Strategic enhancements:

- **Protect and Preserve the BNSF Corridor.** King County is assuming ownership of the corridor in 2012, and this large new asset requires at least a basic level of maintenance pending development of the corridor. This new obligation should be funded rather than further stretch the Division’s already constrained maintenance budget. *Levy rate: 0.23 cents.*
- **Funding for 4-H.** Without funding from the County, 4-H can’t operate its programs, which provide youth throughout the county with many different types of educational opportunities. This small investment of County funds should continue in the future. This is an equity and social justice program that also builds on the prior investments our region has made in preserving agricultural lands and rural areas. *Levy rate: 0.03 cents.*
- **Asset Replacement and Repair.** This funds the major maintenance of critical infrastructure, including replacing the central maintenance shop, repairing structures and facilities at four priority sites identified in the Major Maintenance Study, and replacement of aging play areas. We are convinced that further delay will simply cost the taxpayers more money: it is critical to take care of these assets. *Levy rate: 0.8 cents.*
- **Bridges and Trestles.** This is a down payment on a much larger inventory of the Regional Trails System’s bridges and trestles that will eventually need repair and replacement. It addresses the 14 structures most at risk. *Levy rate: 0.3 cents.*

- **Goal 2: Grow/Connect Regional Open Space and Natural Lands**

This funding builds on King County’s on-going commitment to protect open space for the future, benefitting wildlife, addressing climate change, and preserving water quality. We think *the time is now to increase these efforts*, especially in light of today’s historically low land prices; if prime natural lands are not protected, there is the risk that they will be lost forever to development. Furthermore, these funds provide match for Conservation Futures Tax dollars and other grants, which leverages their

impact. The priority for these funds should be on lands with high ecological value, that connect to existing green space corridors, and that provide recreational opportunities. Both components we recommend include funding for on-going maintenance for newly acquired land.

Continuation of current service level: Levy rate: 1.32 cents.

Strategic enhancements: Levy rate: 0.68 cents

- **Goal 3: Improve Regional Trails System and Regional Mobility**

King County's Regional Trails System plays an important role in our region. In addition to providing recreational opportunities for cyclists, joggers, and dog-walkers, it helps get people out of their cars during the commute time. It addresses our growing population and climate issues, can provide safe routes to school and other locations for families, and encourages healthy lifestyles.

Continuation of current service level:

- **Missing links and mobility connections.** The major focus of current funding is on connecting the missing links for eight existing regional trail corridors. This item also includes an allocation for mobility oriented projects that connect transit hubs to the Regional Trails System. Levy rate: 2.48 cents.

Strategic enhancements:

- **Major trail corridor development.**

- **Lake-to-Sound Trail.** This funding will enable design and construction of multiple phases, nearly completing the 16-mile corridor by the end of the six-year funding period, assuming no major delays in permitting, property use agreements, or other issues. This is a major equity and social justice investment, addressing the deficient access to regional trails in southwest King County and creating options for healthier living among populations with some of the poorest health outcomes in King County. The corridor will intersect with five other regional trails, link to transit, civic, and employment centers, and is a partnership with five south King County cities. The project is currently underway, but this funding will enable progress to be accelerated. Levy rate: 1.0 cents.
- **BNSF Corridor.** This item will fund master planning, public outreach, and a feasibility study and will lay the groundwork for a potential interim trail along the County's portion of the former BNSF rail corridor. A future trail will connect five Eastside cities and intersect with seven other regional trails. This is a long-term project that will extend beyond the 2014-2019 period, but this funding will provide sufficient resources to lay the foundation for future development of the corridor. Levy rate: 0.8 cents.

- **Goal 4: Make Parks More Accessible**

Making parks more accessible means working to ensure these public places provide benefits that all King County residents can enjoy.

Continuation of current service level:

- **Community Partnerships and Grants (CPG) Program:** The CPG program provides seed funding to community partners for projects that develop public recreational opportunities on King County-owned lands and are matched by their donations of money, goods and services, and volunteer labor. The Task Force strongly supports this item and recommends continuing the current level of funding. Levy rate: 0.16 cents.

- **Cities’ parks and trails capital programs.** This item carries forward the allocation provided to King County’s 39 cities, continuing to distribute funds based upon population and assessed value. With this allocation, we are also endorsing a broadening of eligible uses to any park or trail capital purpose, including but not limited to open space acquisition, athletic field improvements, and major facility maintenance. *Levy rate: 1.32 cents.*
- **Woodland Park Zoo.** We strongly endorse continuing the current level of support to this treasured regional facility for the current range of programmatic and capital uses of these funds. *Levy rate: 1.32 cents.*

Strategic enhancements:

- **Community Partnerships and Grants (CPG) Program.** Based upon the many successful projects completed to date and the way that community partners leverage this funding, we recommend increasing available funds by \$240,000 annually. *Levy Rate: 0.08 cents.*
- **Trailhead Development and Accessibility.** Accessibility was a major message to us from the King County Parks Levy Citizen Oversight Board: they noted that the County has made incredible investments in open space, but that without trailheads or parking lots, these public lands are difficult for King County residents to access and enjoy. This item will improve parking and trailhead facilities at eleven priority sites, which will facilitate public access to more than 8,400 acres of land and nearly 140 miles of trails for hiking, mountain biking, and horseback riding. *Levy Rate: 0.20 cents.*

Total Package Recommended by Task Force

Based upon the economic modeling and financial information presented to us by Parks staff, we recommend a total package based upon a six-year, inflation-adjusted (CPI-indexed) levy lid lift with a rate of \$19.01 cents. This is estimated to generate \$60.9 million in 2014, an amount that would grow with inflation over the levy period. In 2014, the levy would cost the owner of home valued at \$337,000 an estimated \$64 per year. **Table 4** below presents a summary of our recommendation by programmatic area.

Table 4: Programmatic Summary of Task Force Recommendation¹¹

Item	Levy Rate (cents)	Annual \$ (millions)	\$ per HH (annual)
Operations and Maintenance	8.78	28.1	29.60
Infrastructure Investments	1.30	4.2	4.40
Open Space Acquisition	2.00	6.4	6.70
Regional Trails System	4.28	13.8	14.50
Cities’ Parks and Trails	1.32	4.2	4.40
Woodland Park Zoo	1.32	4.2	4.40
TOTAL	19.01¢	\$60.9	\$64.00

¹¹ Assumes six-year Consumer Price Index (CPI)-indexed levy lid lift for 2014-2019, OEFA forecasts from 2012 August, and cost growth rate assumptions approved by the King County Office of Performance, Strategy and Budget. Average home value based upon 2011 King County Assessor’s Office estimates.

Other Recommendations

Funding Mechanism: Six-Year, Inflation-Adjusted (CPI-Indexed) Property Tax Levy Lid Lift

We recommend that King County Parks again use a CPI-indexed six-year levy lid lift. This has been successful among voters in the past, allows for a lower initial rate than otherwise required, and accounts for future inflation.

That said, we here convey some important concerns associated with this levy structure.

- First, we are concerned about the use of a periodic voter-approved levy as the principle long-term funding source for Parks' operations. We are concerned about the future possibility of voter exhaustion, particularly as levies must increase over time to account for growth in costs of doing business. Given the fundamental importance of King County's parks, trails, and natural areas, we believe it important to find a more sustainable funding source or sources. We recognize that finding an alternate to a short term levy is simply not feasible within the time remaining before the current levies expire.
- Second, we understand that due to our state's taxing structure, there are multiple taxing authorities and that a King County levy has impacts on junior taxing districts. We believe it is important for the County to evaluate the impacts of a Parks levy on those districts.
- Third, we understand the pressures that King County has regarding its General Fund; however, we see parks and trails as essential to our quality of life. If the County's system of parks and trails is to continue to grow and thrive, we believe that it should receive some meaningful level of General Fund operating support, as is true for mandated services such as courts and police.
- Fourth, and related to our first three concerns, we strongly urge the County to undertake, in a timely way, a study examining long-term and secure funding sources for parks, trails, and natural areas--and to do so with the cities and other partners.

Presentation of levy package: Defer to Executive

We understand a levy funding proposal needs to be placed before the voters in 2013 and that there will likely be competing measures on the ballot at each election next year. We defer to the Executive's judgment as to on which ballot the measure or measures should appear.

We are very comfortable with the proposal we are recommending, have carefully screened the set of included investments, and believe there is a compelling story for why King County voters should support it. However, we believe it critical for the Executive to continue gathering public opinion to better inform the final decision-making around the funding proposal, including whether it should be divided into multiple levy propositions or submitted as a single proposal.

If future data gathered suggests that the funding proposal should be significantly altered from our recommendation, we are willing to reconvene as a Task Force to review this additional data and provide further recommendations to you.

Other items considered

We largely concurred with the Division's recommendations as to priority investments, but we did not accept all their proposals. While all items presented are arguably worthy of investment, after deliberation and in some cases two rounds of voting, our consensus recommendation stands. In the few cases we did not concur with their recommendations, we did so out of a concern to keep the levy rate down given the region's economic challenges and our awareness of competition for voter approval of other items.

The Task Force also received comment from a few other agencies and groups seeking funding. After deliberating on each, the Task Force declines to include them in our recommendations.

Additional detail on all the items considered but not recommended is set forth in **Exhibit E**.

It is important to note that the Task Force did not engage in a broad public outreach effort, and we do not regard the few presentations we received as representative of the greater community. For a broader assessment of community priorities, we referred to the Division's *2011 Customer Satisfaction Initiative* and the results of the August 2012 public survey. Also, understanding that there is interest in funding other projects is one of the reasons we have proposed additional CPG funding.

Conclusion

The contributions that our region's parks, trails and natural areas make to the quality of our lives in this region cannot be overstated. It is imperative that we find a way to continue the current level of effort and address the key opportunities and challenges before us with respect to the Division. Our recommended funding proposal is a bold response that is also a financially prudent public investment.

We are grateful to the Division for their many, many hours of work and excellent presentations informing our deliberations. We look forward to working with the County in support of the continued success of King County's parks, trails and natural areas.

We thank the King County Executive for the opportunity to serve on the King County Parks Levy Task Force. We welcome the opportunity to meet with you to discuss our recommendations and answer any questions you may have regarding them.

LIST OF EXHIBITS & APPENDICES

Exhibit A: List of Task Force Members

Exhibit B: Letter from Woodland Park Zoo

Exhibit C: Report from EMC Research, Survey Conducted August 2012

Exhibit D: Task Force Recommended Funding Package

Exhibit E: Other Items Considered

Appendix 1: Detail on 2008-2013 Companion Parks Levies – Amounts and Allocations

Appendix 2: King County Parks Levy Task Force Mission Statement

Appendix 3: Overview of King County Parks

Exhibit A

2012 King County Parks Levy Task Force

Shiv Batra, Executive Vice President, Tetra Tech

David Burger, Executive Director, Stewardship Partners

Leda Chahim, Government Affairs Director, Forterra

Julie Colehour, Principal, Colehour + Cohen

Karen Daubert, Executive Director, Washington Trails Association

Mike Deller, Washington State Director, The Trust for Public Land

Hilary Franz, Executive Director, Futurewise

Donald Harris, Manager, Property and Acquisition Services, City of Seattle, Parks and Recreation

Terry Higashiyama, Community Services Administrator, City of Renton

Al Isaac, Des Moines Legacy Foundation Board of Directors

Terry Lavender, Chair, King County Conservation Futures Citizen Advisory Committee

Joey Martinez, Commissioner, Burien Planning Commission

Gordon McHenry Jr, Mountains to Sound Greenway, Board of Trustees

***Louise Miller**, Former State Legislator and King County Councilmember

Mathew Pruitt, Commissioner, Finn Hill Parks and Recreation District

Charles Ruthford, Board Member, Cascade Bicycle Club, Board of Directors

Chukundi Salisbury, Project Manager/Trails Coordinator, City of Seattle, Parks and Recreation

***Kathy Surace-Smith, Esq.**, Principal and Owner, Lochleven Consulting PLLC

Jim Todd, Citizen Volunteer

Justin Vanderpol, Evergreen Mountain Bike Alliance Board of Directors and King County Parks Levy Citizen Oversight Board Member

***Jeff Watling**, City of Kent, Director, Parks, Recreation and Community Services

** Task Force Chairperson*

Affiliation is listed for identification purposes only.

Exhibit B
Letter from Woodland Park Zoo

BURKE-GILMAN TRAIL

Improvement Project

UNIVERSITY of WASHINGTON

TODAY
The Burke-Gilman Trail is a regional treasure. It is a major recreational, transportation, and nature corridor and the most heavily-used trail in Washington. However, in recent years, the trail's growing popularity has led to overcrowding and conflicts between pedestrians, bicyclists and drivers.

As a physician, public health professional, bicycle commuter, and dedicated member of the UW and Wallingford communities, I strongly support plans to improve the Burke-Gilman Trail. The trail is one of Seattle's great public health assets. Walking and biking are healthy forms of physical activity; they help to combat the obesity epidemic, reduce air pollution, and they build community.

*Howard Frumkin, M.D., Dr.P.H.
Dean, School of Public Health,
University of Washington*

One of the most powerful things about active transportation is it connects people with their surroundings and other people, which is the foundation to building community.

*Lisa Quinn,
Executive Director,
Seattle Feet First*

VISION

- Better access to the UW campus and resources
- Improved pedestrian and bicyclist safety
- Enhanced connections to the regional trails network
- Increased capacity for growing trail demand
- A world-class active transportation trail system

FUTURE
The Burke-Gilman Trail Improvement Project will replace the critical yet aging cornerstone of the regional trails network with a modern, world-class trail facility. The new section will meet the needs of existing trail users and provide capacity for future generations of bicyclists and pedestrians to enjoy safely and comfortably.

Level of Service (LOS) grades were assigned using the Federal Highway Administration's Shared-Use Path Level of Service Calculator (SUFLOS) based on counts taken in October 2010. The grades shown represent analysis of the segments as shared trails.

■ = Very Poor, ■ = Failing



Contact information: Peter Dewey, Assistant Director of Transportation Services, Phone: 206.616.2050 Email: pdewey@uw.edu

January 17, 2012

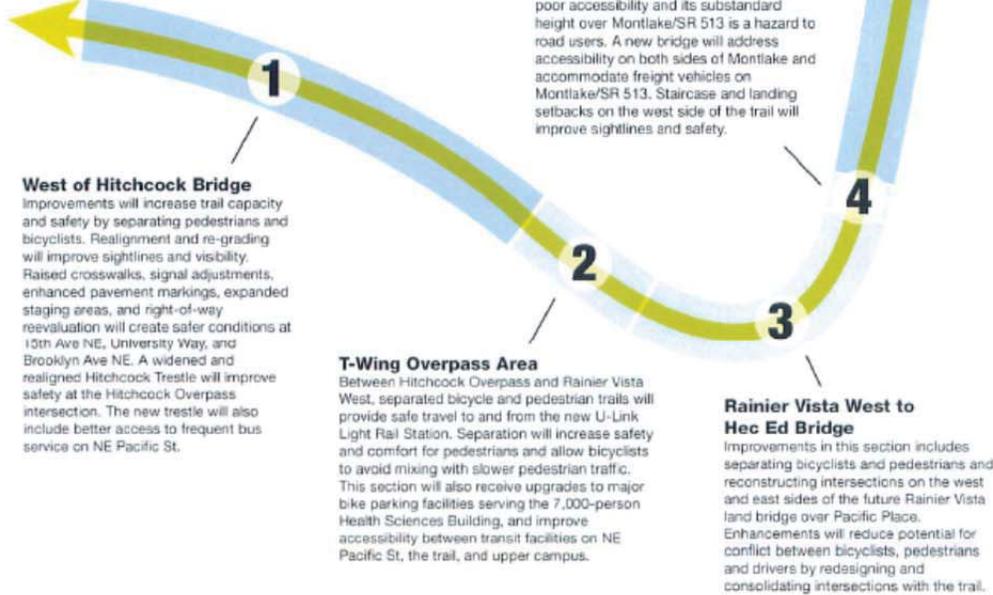
Project Summary

With the Burke-Gilman Trail Improvement Project, the University of Washington is planning for the region's active transportation future. New light rail stations, high-density residential living, and expansions of the bicycle and pedestrian networks continue to transform the region and encourage walking and bicycling; the Trail Improvement Project complements these efforts by creating a world-class transportation, recreation, and nature corridor in the heart of the region.

	LEVEL OF SERVICE				IMPROVEMENTS											
	E	F	A	C	Current Bicycle	Bicycle w/o build	Pedestrian w/build*	Bicycle w/build**	Mode Separation	Roadway Intersection	Trail Intersection	ADA Access	Capacity Expansion	Lighting	Safety	Trail Resurface
1	E	F	A	C	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2	F	F	A	C	✓				✓	✓	✓	✓	✓	✓	✓	✓
3	F	F	A	C	✓				✓	✓	✓	✓	✓	✓	✓	✓
4	F	F	A	C						✓	✓	✓	✓	✓	✓	✓
5	E	F	A	C	✓				✓	✓	✓	✓	✓	✓	✓	✓
6	E	F	A	C					✓	✓	✓	✓	✓	✓	✓	✓
7	E	F	A	C	✓				✓	✓	✓	✓	✓	✓	✓	✓

* Level of Service (LOS) grades are based on the Federal Highway Administration's Shared Use Path Level of Service and the Highway Capacity Manual's Pedestrian Level of Service using counts taken in October 2010.

** Assumes a separated 6'-10" pedestrian path and 10'-11" bicycle path. During major events such as football games, pedestrian LOS could be reduced to LOS C. A 12" bicycle path would operate at a mixture of LOS B and C.



West of Hitchcock Bridge
Improvements will increase trail capacity and safety by separating pedestrians and bicyclists. Realignment and re-grading will improve sightlines and visibility. Raised crosswalks, signal adjustments, enhanced pavement markings, expanded staging areas, and right-of-way reevaluation will create safer conditions at 10th Ave NE, University Way, and Brooklyn Ave NE. A widened and realigned Hitchcock Trestle will improve safety at the Hitchcock Overpass intersection. The new trestle will also include better access to frequent bus service on NE Pacific St.

T-Wing Overpass Area
Between Hitchcock Overpass and Rainier Vista West, separated bicycle and pedestrian trails will provide safe travel to and from the new U-Link Light Rail Station. Separation will increase safety and comfort for pedestrians and allow bicyclists to avoid mixing with slower pedestrian traffic. This section will also receive upgrades to major bike parking facilities serving the 7,000-person Health Sciences Building, and improve accessibility between transit facilities on NE Pacific St, the trail, and upper campus.

Rainier Vista West to Hec Ed Bridge
Improvements in this section includes separating bicyclists and pedestrians and reconstructing intersections on the west and east sides of the future Rainier Vista land bridge over Pacific Place. Enhancements will reduce potential for conflict between bicyclists, pedestrians and drivers by redesigning and consolidating intersections with the trail.

Hec Ed Bridge Replacement
Over 6,300 people cross the Hec Ed bridge on foot and bicycle each day, yet it has poor accessibility and its substandard height over Montlake/SR 513 is a hazard to road users. A new bridge will address accessibility on both sides of Montlake and accommodate freight vehicles on Montlake/SR 513. Staircase and landing setbacks on the west side of the trail will improve sightlines and safety.

Hec Ed Bridge to Pend Oreille Rd West
Separating bicyclists and pedestrians will improve safety and increase trail capacity. Non-motorized intersections at Wahkiakum, Whatcom, and the Padelford Path will be reconstructed and enhanced. Upgrading existing pathways and constructing new ones will improve accessibility to upper campus.

Pend Oreille Rd Overpass
A new grade-separated crossing at Pend Oreille Rd will improve safety and comfort for all trail users by eliminating a major conflict point. Grade-separation will reduce transit and automobile delays on Pend Oreille Rd and increase bicycle and pedestrian flow along the trail.

Pend Oreille Rd to NE 47th St
A widened trail will increase capacity in this area. Landscaping and pedestrian scale lighting improvements will create better sightlines and increase safety in the early morning and evening hours.

Contact information: Peter Dewey, Assistant Director of Transportation Services, Phone: 206.616.2050 Email: pdewey@uw.edu

Exhibit C

Report from EMC Research



MARKET
& OPINION
RESEARCH
SERVICES

811 First Avenue
Suite 451
Seattle, WA 98104
(206) 652-2454 fax
(206) 652-5022 fax

436 14th Street
Suite 820
Oakland, CA 94612
(510) 844-0680 fax
(510) 844-0690 fax

3857 N. High Street
Suite 302
Columbus, OH 43214
(614) 268-1660 fax
EMCResearch.com

King County Parks

Levy Task Force Survey

Presentation of Results

TOPLINE REPORT
September 2012

Methodology



- Telephone survey of King County residents
- Used Random Digit Dialing (RDD) to include all possible residential phone numbers in King County; Screened for adults 18+
- Conducted August 20th – 22nd, 2012
- 400 total interviewers with a Margin of Error of ± 4.9 points at the 95% confidence interval. This means that if we were to conduct the survey 100 times, for 95 of those times, we could expect the results to be within ± 4.9 percentage points.
- Trained, professional interviewers

Please note that due to rounding, some percentages may not add up to exactly 100%.

Key Findings



- *King County Parks are viewed very favorable (82% Favorable). In addition, two thirds of County residents (65%) give a positive rating to 'the King County Parks system' and to the 'condition of King County parks and trails' (68%).*
- *Woodland Park Zoo is the highest rated facility tested (85% Favorable). Other facilities are also well rated, including Marymoor Park (67% Favorable) and the Burke-Gilman Trail (61%), though a third of residents are unable to rate these items.*
- *Both Parks Operations and Capital functions are important to a large majority of County residents, but Operations has a higher intensity (62% Very Important) than Capital (47%).*
- *Open-space acquisition (65% Extremely Important) and Woodland Park Zoo funding (62%) are the top investment priorities for Parks. Building parks in underprivileged areas (55%), reducing the maintenance backlog (52%) and improving routine maintenance (48%) round out the top 5.*
- *An Enhanced Operations package costing an average homeowner \$58.70 is Very Important (5 on a 5 scale) to a third (37%) and Somewhat Important (4 on a 5 scale) to another third (30%).*
- *An Basic Operations package costing an average homeowner \$28.40 is Very Important to half of residents (46%), and Somewhat Important to another quarter (26%).*
- *An Capital Funding package costing an average homeowner \$14.90 is Very Important to a third of residents (34%) and Somewhat Important to another third (34%).*

County and Parks Ratings

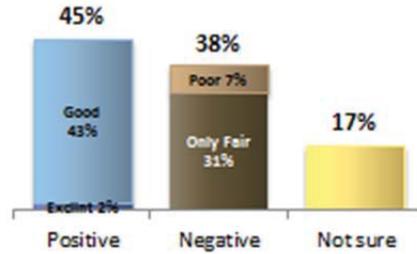


County Direction & Overall Rating



Do you feel things in King County are generally going in the right direction, or do you feel things have gotten off on the wrong track?

How would you rate King County Government overall - excellent, good, only fair, or poor, or are you not sure?



King County Parks Survey | EMC 12-4725

5

Park Ratings



I'd like to ask you about the condition and performance of some items in the region. For each, use a scale of excellent, good, only fair, or poor. If you're not sure, please just say so.



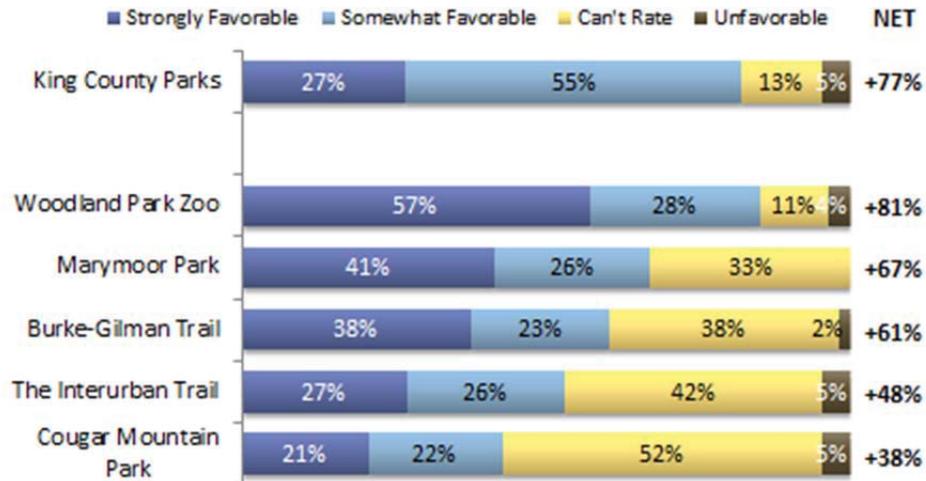
King County Parks Survey | EMC 12-4725

6

Individual Park Favorable Ratings



I'm going to read you a list of park facilities and agencies in King County. Please tell me if you have a strongly favorable, somewhat favorable, somewhat unfavorable or strongly unfavorable opinion of each one. If you have never heard of one please just say so.



King County Parks Survey | EMC 12-4725

1

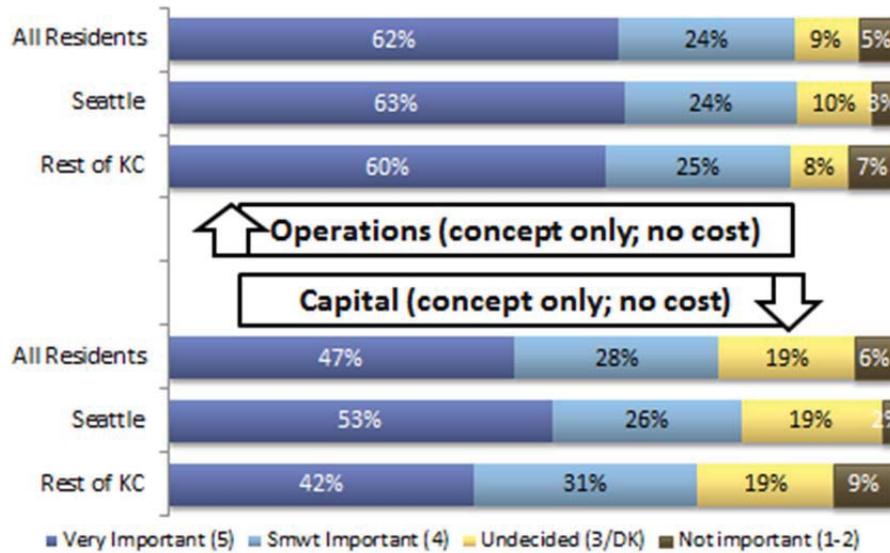
Priorities and Cost



Initial Ops & Capital Importance w/o Cost



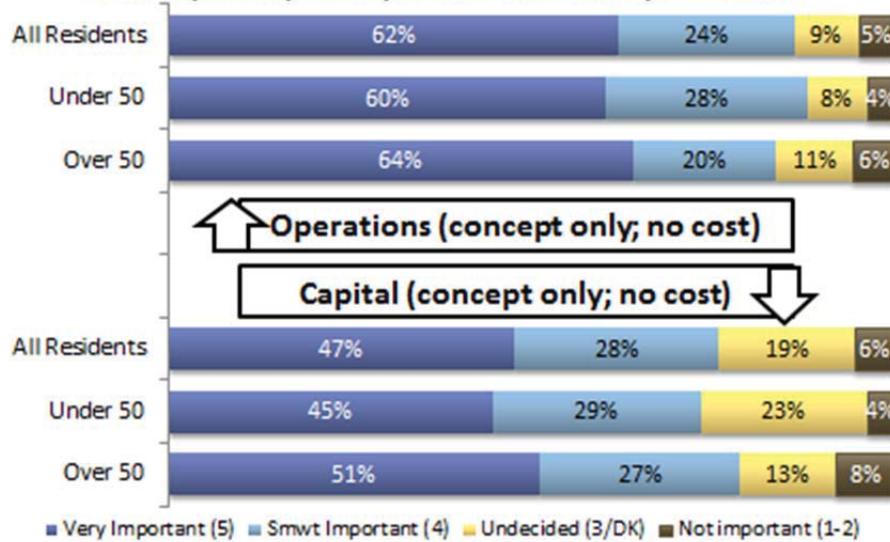
Initial Ops & Capital Importance w/o Cost by Geography



Initial Ops & Capital Importance w/o Cost



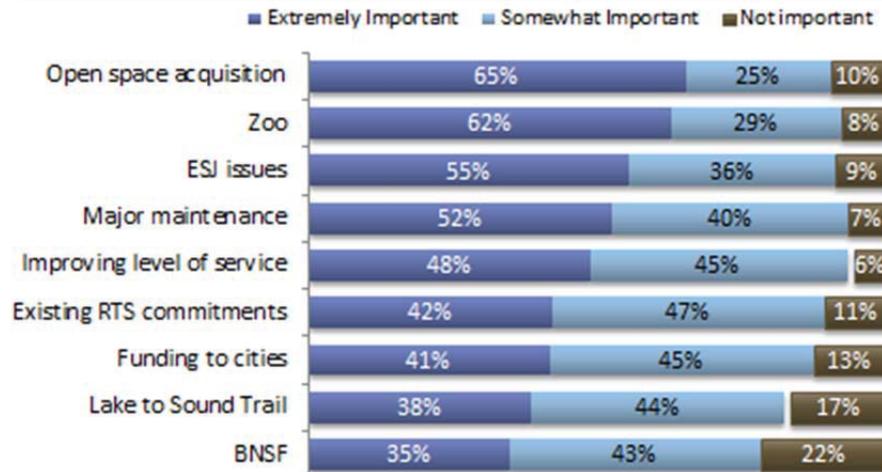
Initial Ops & Capital Importance w/o Cost by Generation



Investment Priorities – All Residents



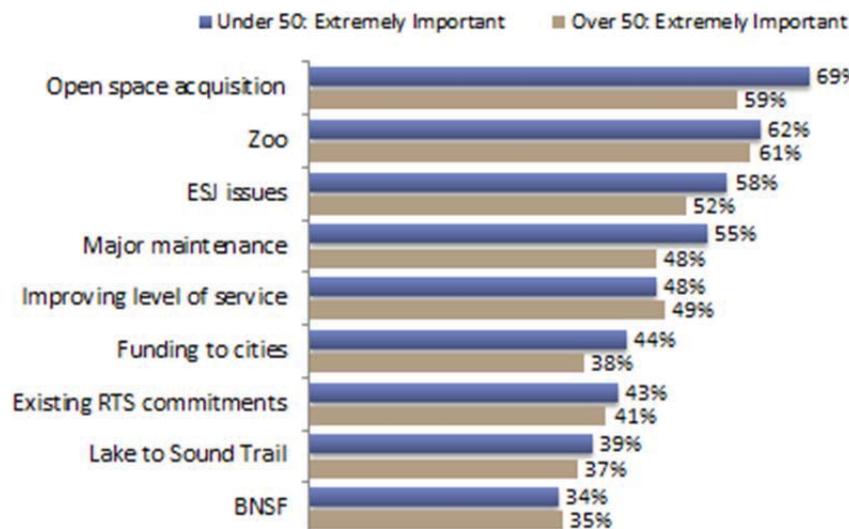
I'd like to tell you some more about what King County Parks is considering in the next several years. For each item, please tell me if you feel that it is extremely important, somewhat important, or not important for King County Parks to invest in that item.



Investment Priorities – Residents Under 50



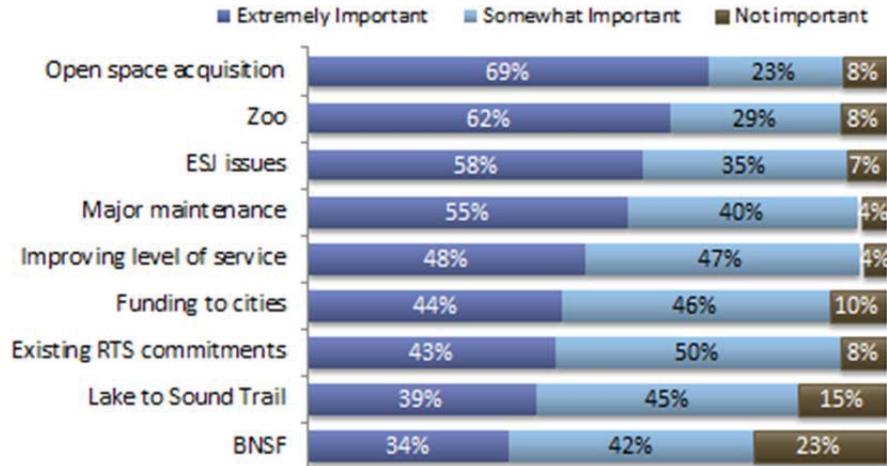
Investment Priorities



Investment Priorities – Residents Under 50



Investment Priorities for King County Residents Under 50



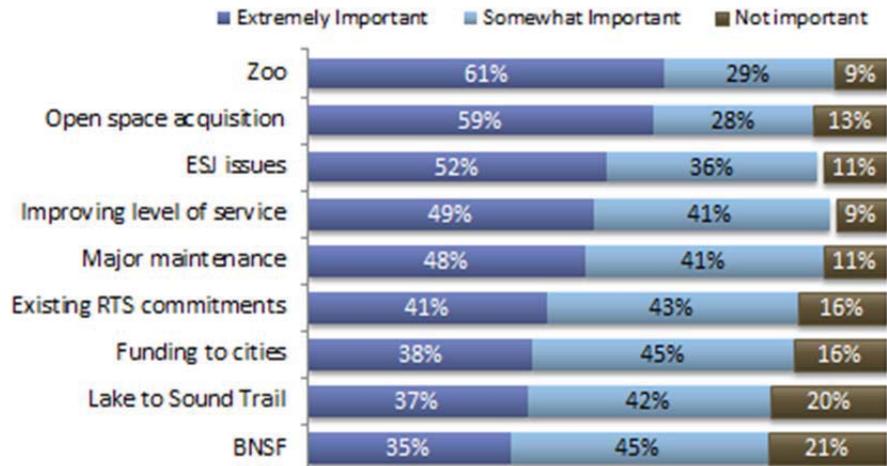
King County Parks Survey | EMC 12-4725

13

Investment Priorities – Residents Over 50



Investment Priorities for King County Residents Over 50



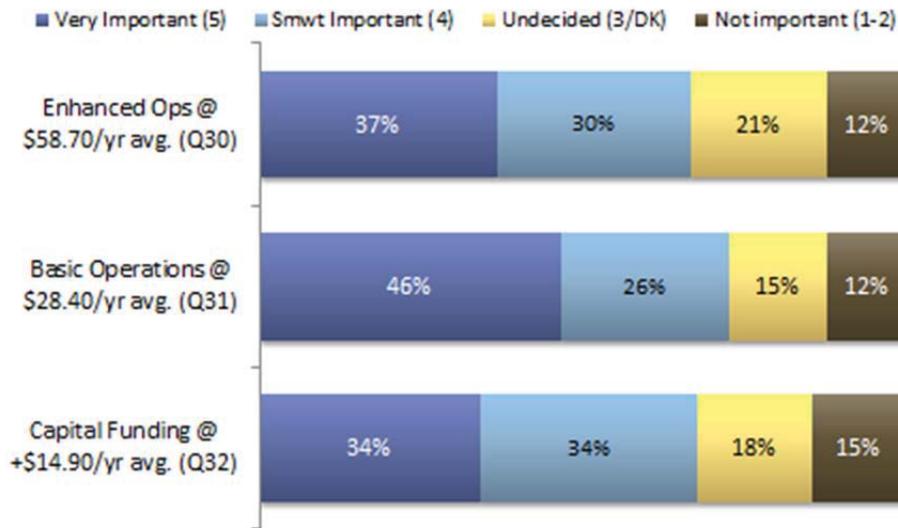
King County Parks Survey | EMC 12-4725

14

Operations & Capital Imp. w/ Cost



All King County Residents



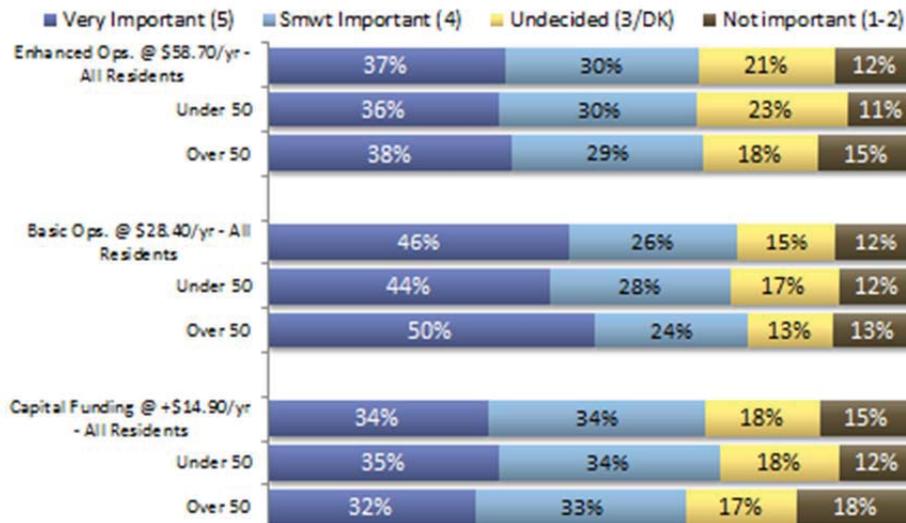
King County Parks Survey | EMC 12-4725

15

Operations & Capital Imp. w/ Cost



Operations & Capital Imp. w/ Cost by Generation



King County Parks Survey | EMC 12-4725

16

Combined Ops. + Capital Imp. w/ Cost



Combined Ops. + Capital Imp. w/ Cost by Generation



King County Parks Survey | EMC 12-4725

17

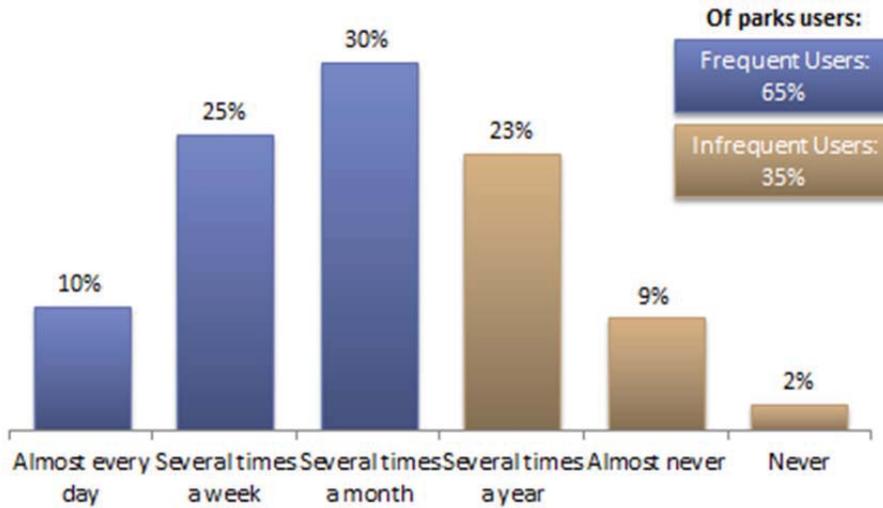
Park Usage and Behaviors



Frequency of Park Visits



On average, how often would you say you visit a park, trail or recreation facility in King County? (READ RESPONSES)



King County Parks Survey | EMC 12-4725

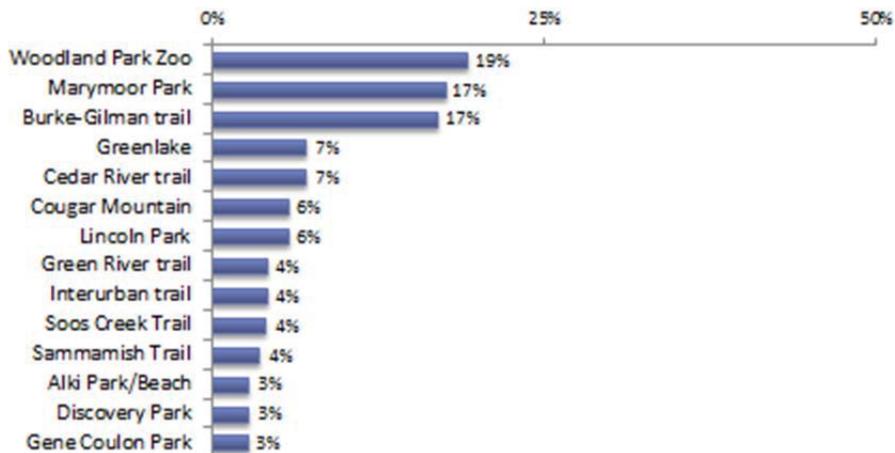
19

Most-Visited Parks, Trails, Rec Facilities



What are the two or three parks, trails or recreation facilities you visit most often? (TAKE UP TO 3 RESPONSES)

% of Parks Users Visiting Each – Top Mentions



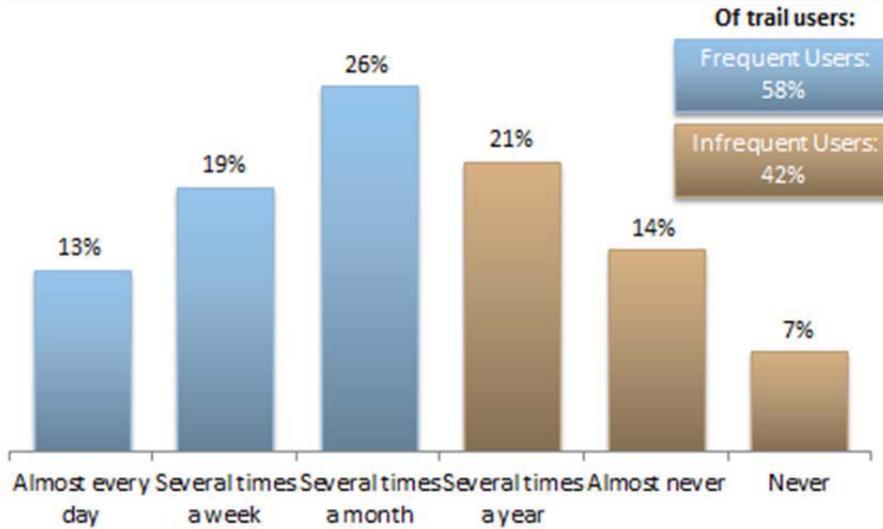
King County Parks Survey | EMC 12-4725

20

Frequency of Trail Use for Walking/Biking



On average, how often would you say you use a trail for walking or biking (READ RESPONSES)



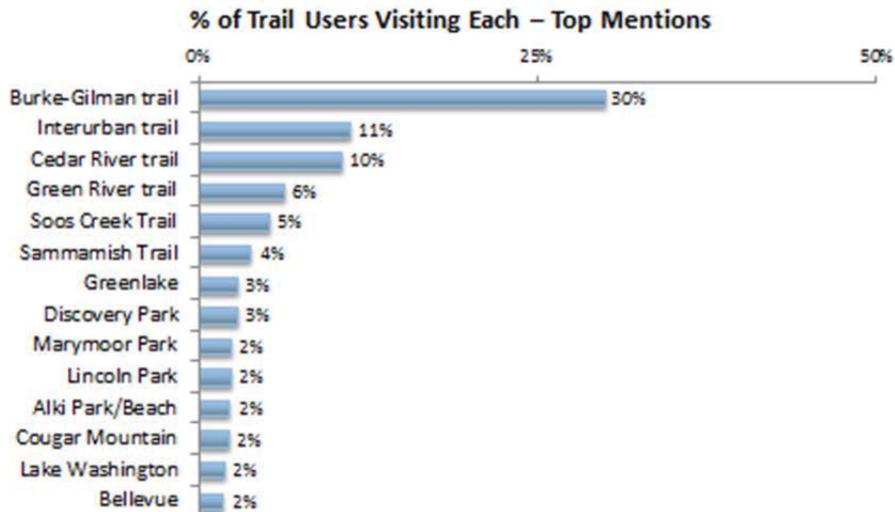
King County Parks Survey | EMC 12-4725

21

Most-Visited Trails



What are the one or two trails you visit most often? (RECORD VERBATIM; TAKE UP TO 2 RESPONSES)



King County Parks Survey | EMC 12-4725

22

Demographic Information



Demographics

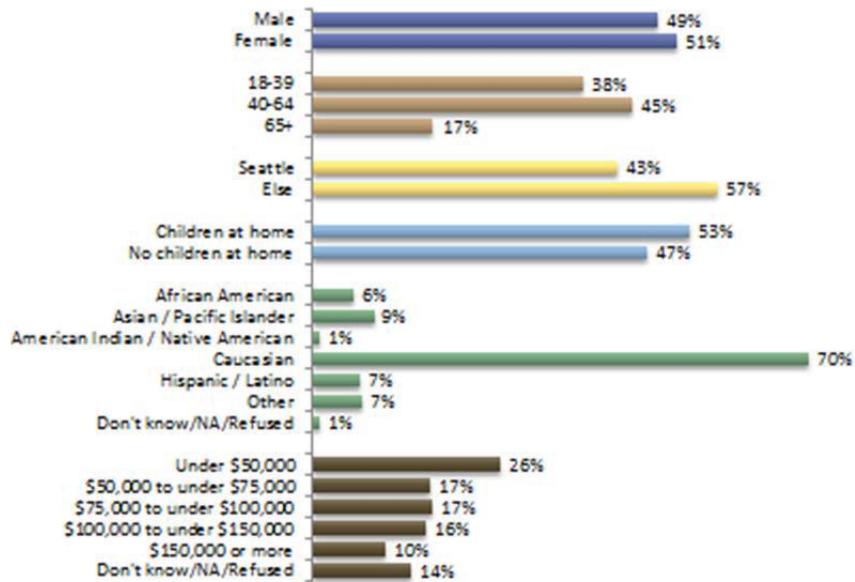


Exhibit D
Recommended Funding Package: Additional Details on Rates, Amounts Generated

Component		Levy Rate (cents)	Annual \$ (millions)	\$ per HH (annual)¹
Continuing Current Level of Effort 14.89¢	County Parks Operations and Maintenance	8.29	\$26.5	\$27.90
	Regional Open Space Acquisition	1.32	\$4.2	\$4.40
	Regional Trails System	2.48	\$8.0	\$8.40
	Community Partnerships and Grants	0.16	\$0.5	\$0.50
	Cities' Parks and Trails	1.32	\$4.2	\$4.40
	Woodland Park Zoo	1.32	\$4.2	\$4.40
Strategic Enhancements 4.12¢	Preserve/Protect BNSF Corridor	0.23	\$0.8	\$0.90
	4-H Program	0.03	\$0.10	\$0.10
	Community Partnerships and Grants	0.08	\$0.24	\$0.30
	Asset Replacement and Repair	0.80	\$2.6	\$2.70
	Bridges and Trestles	0.30	\$1.0	\$1.00
	Trailhead Development and Accessibility	0.20	\$0.6	\$0.70
	Regional Open Space Acquisition	0.68	\$2.2	\$2.30
	New Trail Corridor Development	1.80	\$5.8	\$6.10
TOTAL		19.01	\$60.9	\$64.00

Notes:

- Assumes six-year, CPI-indexed levy lid lift for 2014-2019, OEFA forecasts from 2012 August, and cost growth rate assumptions approved by the King County Office of Performance, Strategy and Budget.
- Average home value based upon 2011 King County Assessor's Office estimates.
- Numbers may not total due to rounding.

Exhibit E

Other Items Presented

Items presented by the Division that, while worthy, are not included in the Task Force recommendation are set forth below.

Component	2014 Levy Rate (cents)	2014 Dollars per HH
Increased volunteer program support	0.09	\$0.30
Increase in number of safety patrols	0.06	\$0.20
Increase in seasonal field employees/customer service	0.13	\$0.45
Other enhanced facilities maintenance funding*	1.2	\$4.20
Improved service standards/forest stewardship*	0.9	\$3.20
Other asset replacement and repair items*	1.8	\$5.90
Renewed King County Fair*	0.1	\$0.50

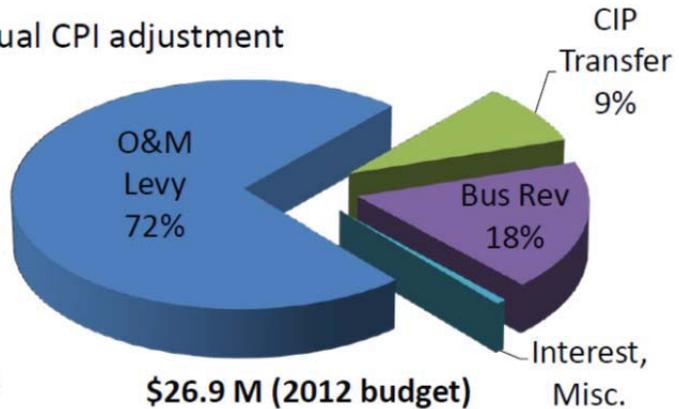
*These items were not part of the Division's priority recommendations package.

Public comment requests for funding, and a summary of our findings with respect to those ideas, follows:

- University of Washington—Burke-Gilman Trail rehabilitation. While a compelling project, the Task Force believes that the U.W. generally has a much greater access to funding than King County Parks does. The U.W. could apply for a small amount of funding through the CPG Program.
- TOPS Center—an indoor tennis center serving disadvantaged youth in South King County. While an interesting concept, we were not presented with an operating model for this project. The Division has previously reviewed the general proposal. We would encourage the TOPS Center to apply for some funding through the CPG Program.
- Tateuchi Center—a performing arts center in Bellevue. The Task Force feels this project is not consistent with the core purpose of a regional parks and recreation levy.

2008-2013 Operations & Maintenance Levy

- Approved by more than 63%
- Initially 5¢ per \$1,000/AV; Annual CPI adjustment
- Initial HH impact: \$20/yr for owner of a \$400,000 home
- Funds routine O&M of King County’s regional and rural parks and the RTS
- Can’t be used for parks in UGA
- Provides approx 70% of agency’s operating funds



2008-2013 Open Space & Trails Levy

- Approved by 59%
- Initially 5¢ per \$1,000/AV; Annual CPI adjustment
- Initial HH impact: \$20/yr for owner of a \$400,000 home
- Can’t be used for major maintenance or facility enhancement by County or cities

King County Parks 60% (= 3¢)	39 Cities 20% (= 1¢)	Woodland Park Zoo 20% (= 1¢)
<ul style="list-style-type: none"> • Open Space & Natural Lands Acquisition (approx 1¢) • Regional Trail Acquisition & Development (approx 2¢) • Community Partnerships & Grants Program (≤ \$500k / yr) 	<ul style="list-style-type: none"> Proportional allocations based on <ul style="list-style-type: none"> • Population (50%) • Assessed value (50%) • Open Space & Natural Lands Acquisition • Trail Acquisition & Development 	<ul style="list-style-type: none"> • Environmental Education & Conservation Programs • Operations • Capital Improvement Projects, excluding parking

Appendix 2: King County Parks Levy Task Force Mission Statement

King County Parks Levy Task Force

June 2012

Mission Statement

In 2007, the King County voters approved two six-year levies (2008-2013) to support parks and trails in King County, including the Parks Operating Levy, which funds operations and maintenance of King County's regional and rural parks and trails, and the Open Space and Trails Levy, which provides funds for King County to acquire open space and develop the regional trails system, as well as for open space and trails projects in King County's 39 cities and programs and capital improvements at the Woodland Park Zoo. The Parks Levy Task Force is charged by King County Executive Dow Constantine to make recommendations by September 2012 addressing the following issues:

- What should be done to preserve the County's 26,000-acre system of parks and trails after the current operating and capital levies expire at the end of 2013?
- What should be done to meet the future parks and recreation needs of King County residents?

The Task Force should outline the structure and scope of any funding options it recommends. The Task Force recommendations should promote the goals of the County's equity and social justice initiative to promote fairness and opportunity and eliminate inequities and should further King County Strategic Plan priorities, including service excellence, environmental sustainability, and financial stewardship.

Appendix 3: Overview of King County Parks



About King County Parks

King County Parks stewards 200 parks, 175 miles of regional trails and 26,000 acres of open space, including such regional treasures as Marymoor Park, Cougar Mountain Regional Wildland Park, and the world-class Weyerhaeuser King County Aquatic Center. By cultivating strong relationships with non-profit, corporate and community partners, King County Parks provides recreational opportunities for King County residents and protects the region's public lands, leaving a legacy for future generations.

More than 300 community and corporate partners help improve and maintain King County's parks, trails, and other recreational facilities. Community partners include hiking, bicycle, and other recreation organizations, 'Friends of' groups, and sports leagues; corporate partners include companies such as GroupHealth, Starbucks, and Whole Foods.

More than 8,500 volunteers provide 57,000 hours of service in King County parks and trails every year. From planting native trees and removing invasive Scot's broom to building trails and picking up litter, individuals, families, community groups, and local employers support King County parks and trails by helping care for these special places.

Mission

To enhance quality of life and communities by providing environmentally sound stewardship of regional and rural parks, trails, natural areas, and recreational facilities, supported by partnerships and entrepreneurial initiatives.

What can you do in a King County Park or Trail?

- Hike
- Mountain bike
- Skateboard
- Football
- Softball/Baseball
- Tennis
- Birdwatch/nature observation
- Swim
- Cultural/historical heritage appreciation
- Attend special events
- Cycle
- Roller blade
- Soccer
- Rugby
- Cricket
- Basketball
- Climbing
- Geocache and orienteering
- Float, kayak, canoe (hand-boat launch)
- Disc golf
- Walk your dog (on or off-leash)
- Playgrounds
- Paraglide
- Fly R/C airplanes
- Foot reflexology
- Horseback ride
- Picnic
- Camping (yurts, tents)
- Gardening / Habitat Restoration



www.kingcounty.gov/parks

King County Parks, Natural Areas, and Open Space

- Ames Lake Forest
- Auburn Narrows Natural Area
- Bass Lake Complex Natural Area
- Bassett Pond Natural Area
- Belmondo Reach Natural Area
- Big Bend Natural Area
- Big Finn Hill Park
- Big Spring/Newaukum Creek Natural Area
- Bingaman Pond Natural Area
- Black Diamond Natural Area
- BN Peninsula Natural Area
- Boulevard Lane Park
- Bridle Crest Trail Site
- Bryn Mawr Park
- Camelot Park
- Canyon Creek Natural Area
- Carey Creek Natural Area
- Carnation Marsh Natural Area
- Cavanaugh Pond Natural Area
- Cedar Downs Site
- Cedar Grove Natural Area
- Cedar Grove Road Natural Area
- Cemetery Reach Natural Area
- Chinook Bend Natural Area
- Christiansen Pond Natural Area
- Coalfield Park
- Cold Creek Natural Area
- Cottage Lake Park
- Cougar Mountain Regional Wildland Park
- Cougar/Squak Corridor
- Covington Natural Area
- Crow Marsh Natural Area
- Dockton Forest
- Dockton Forest Lease Site
- Dockton Natural Area
- Dockton Park
- Dorre Don Reach Natural Area
- Duthie Hill Park
- Duvall Park
- East Norway Hill Park
- Ellis Creek Natural Area
- Evans Creek Natural Area
- Evans Crest Natural Area
- Fall City Natural Area
- Fall City Park
- Fall City Park West
- Five Mile Lake Park
- Flaming Geyser Natural Area
- Flaming Geyser Park
- Gold Creek Park
- Grand Ridge Park
- Green River Natural Area
- Griffin Creek Natural Area
- Hamm Creek Natural Area
- Hatchery Natural Area
- Hazel Wolf Wetland Natural Area
- Hollywood Hills Equestrian Park
- Honeydew Park
- Horsehead Bend Natural Area
- Hyde Lake Park
- Inspiration Point Natural Area
- Instebo Park
- Island Center Forest
- Island Center Forest Natural Area
- Issaquah Creek Natural Area
- Jones Reach Natural Area
- Juanita Triangle Park
- Juanita Woodlands Park
- Kanaskat Natural Area
- Kathryn C. Lewis Natural Area
- Kathryn Taylor Equestrian Park
- Kentlake Athletic Fields
- Klahanie Park
- Lake Desire 2 Natural Area
- Lake Francis Park
- Lake Geneva Park
- Lake Joy Park
- Lakewood Park
- Landsburg Reach Natural Area
- Levdansky Park
- Little Si Natural Area
- Little Soos Creek Wetlands N.A.
- Log Cabin Reach Natural Area
- Lower Bear Creek Natural Area
- Lower Lions Reach Natural Area
- Lower Newaukum Creek Natural Area
- Lower Peterson Creek Corridor Natural Area
- Manzanita Natural Area
- Maple Ridge Highlands Open Space
- Maple Valley Heights Park
- Maplewood Heights Park
- Maplewood Park
- Marjorie R. Stanley Natural Area
- Marymoor Park
- Maury Island Marine Park
- Maury Island Site
- May Creek
- May Valley 164th Natural Area
- May Valley Park
- McGarvey Park Open Space
- Middle Bear Creek Natural Area
- Middle Evans Creek Natural Area
- Middle Fork Snoqualmie Natural Area
- Middle Issaquah Creek Natural Area
- Mirrormont Park
- Mitchell Hill Connector Forest
- Moss Lake Natural Area
- Mouth Of Taylor Reach Natural Area
- Neely Bridge Natural Area
- Neill Point Natural Area
- North Green River Park
- North Shorewood Park
- Northilla Beach Natural Area
- Northshore Athletic Fields
- Novelty Hill Little League Fields
- Nowak Natural Area
- Paradise Lake Natural Area
- Paradise Valley Natural Area
- Patterson Creek Natural Area
- Patterson Creek Preserve Forest
- Peterson Lake Natural Area

King County Parks, Natural Areas, and Open Space, cont'd.

- Petrovitsky Park
- Piner Point Natural Area
- Pinnacle Peak Park
- Point Heyer Natural Area
- Porter Levee Natural Area
- Preston Athletic Fields
- Preston Mill
- Preston Park
- Preston Ridge Forest
- Quigley Park
- Raabs Lagoon Natural Area
- Raging River Natural Area
- Rattlesnake Mountain Scenic Area
- Ravenhill Open Space
- Ravensdale Park
- Ravensdale Retreat Natural Area
- Redmond Ridge Park
- Renton Park
- Ricardi Reach Natural Area
- Ring Hill Forest
- Rock Creek Natural Area
- Shadow Lake Natural Area
- Shinglemill Creek Natural Area
- Sierra Heights Park
- Sixty Acres Park
- Skyway Park
- Snoqualmie Forest
- Soaring Eagle Regional Park
- South County Ballfields
- Southern Heights Park
- Spring Lake/Lake Desire Park
- Squak Mt/Tiger Mt Corridor
- Steve Cox Memorial Park
- Stillwater Natural Area
- Sugarloaf Mountain Forest
- Sunset Playfield
- Tanner Landing Park
- Taylor Mountain Forest
- Three Forks Natural Area
- Tollgate Farm
- Tolt River - John MacDonald Park
- Tolt River Natural Area
- Uplands Forest
- Upper Bear Creek Natural Area
- Upper Green River Watershed Forest
- Upper Raging River Forest
- Wetland 14 Natural Area
- Wetland 79 Natural Area
- Weyerhaeuser King County Aquatic Center
- White Center Heights Park
- White Center Pond Natural Area
- Whitney Bridge Park
- Windsor Vista Park

King County Regional Trails System

- BNSF Trail Corridor
- Boxley Creek Site
- Burke-Gilman Trail
- Cedar River to Lake Sammamish Trail Site (includes Fred V. Habenicht Rotary Park, Landsburg Trailhead)
- Cedar River Trail
- East Lake Sammamish Trail
- East Plateau Trail Site
- Foothills Trail
- Green River Trail (includes Cecil Moses Memorial Park)
- Green River Trail Site - Kent
- Green River Trail Site - Tukwila
- Green To Cedar River Trail
- Issaquah Preston Trail
- Lake Youngs Trail (includes Lake Youngs Park and Trailhead)
- Landsburg Kanaskat Trail Site
- Preston Snoqualmie Trail
- PSE Trail Site
- Redmond Ridge Trail (includes Redmond Watershed Addition Park; Redmond Watershed Trail Site)
- Sammamish River Trail
- Snoqualmie Valley Trail
- Soos Creek Trail and Park (includes Soos Creek To Lake Youngs Trail Site)
- Tolt Pipeline Trail
- West Sammamish River Trail

Comparison of Proposed Levy Costs for Different Home Values

	2014 Proposed Rate (cents)	2014 \$ per HH (\$300K home)	2014 \$ per HH (\$350K home)	2014 \$ per HH (\$400K home)
County Parks O&M	8.29¢	\$24.87	\$29.02	\$33.16
Regional Open Space Acquisition	1.32¢	\$3.96	\$4.62	\$5.28
Regional Trails System	2.48¢	\$7.44	\$8.68	\$9.92
CPG Program (continue existing)	0.16¢	\$0.48	\$0.56	\$0.64
Cities' Parks & Trails	1.32¢	\$3.96	\$4.62	\$5.28
Woodland Park Zoo	1.32¢	\$3.96	\$4.62	\$5.28
	14.89¢	\$44.67	\$52.12	\$59.56
Preserve/protect ERC	0.18¢	\$0.54	\$0.63	\$0.72
4-H Program	0.03¢	\$0.09	\$0.11	\$0.12
CPG Program (expand)	0.08¢	\$0.24	\$0.28	\$0.32
Infrastructure Repair and Preservation	0.40¢	\$1.20	\$1.40	\$1.60
Bridges & Trestles	0.30¢	\$0.90	\$1.05	\$1.20
Trailhead Development, Accessibility	0.20¢	\$0.60	\$0.70	\$0.80
Regional Open Space Acquisition	0.88¢	\$2.64	\$3.08	\$3.52
Lake-to-Sound Trail Development	1.00¢	\$3.00	\$3.50	\$4.00
ERC Trail Development	0.80¢	\$2.40	\$2.80	\$3.20
Peak Season Core Maintenance	0.10¢	\$0.30	\$0.35	\$0.40
Enforcement and Safety	0.05¢	\$0.15	\$0.18	\$0.20
TOTAL	18.91¢	\$56.73	\$66.19	\$75.64

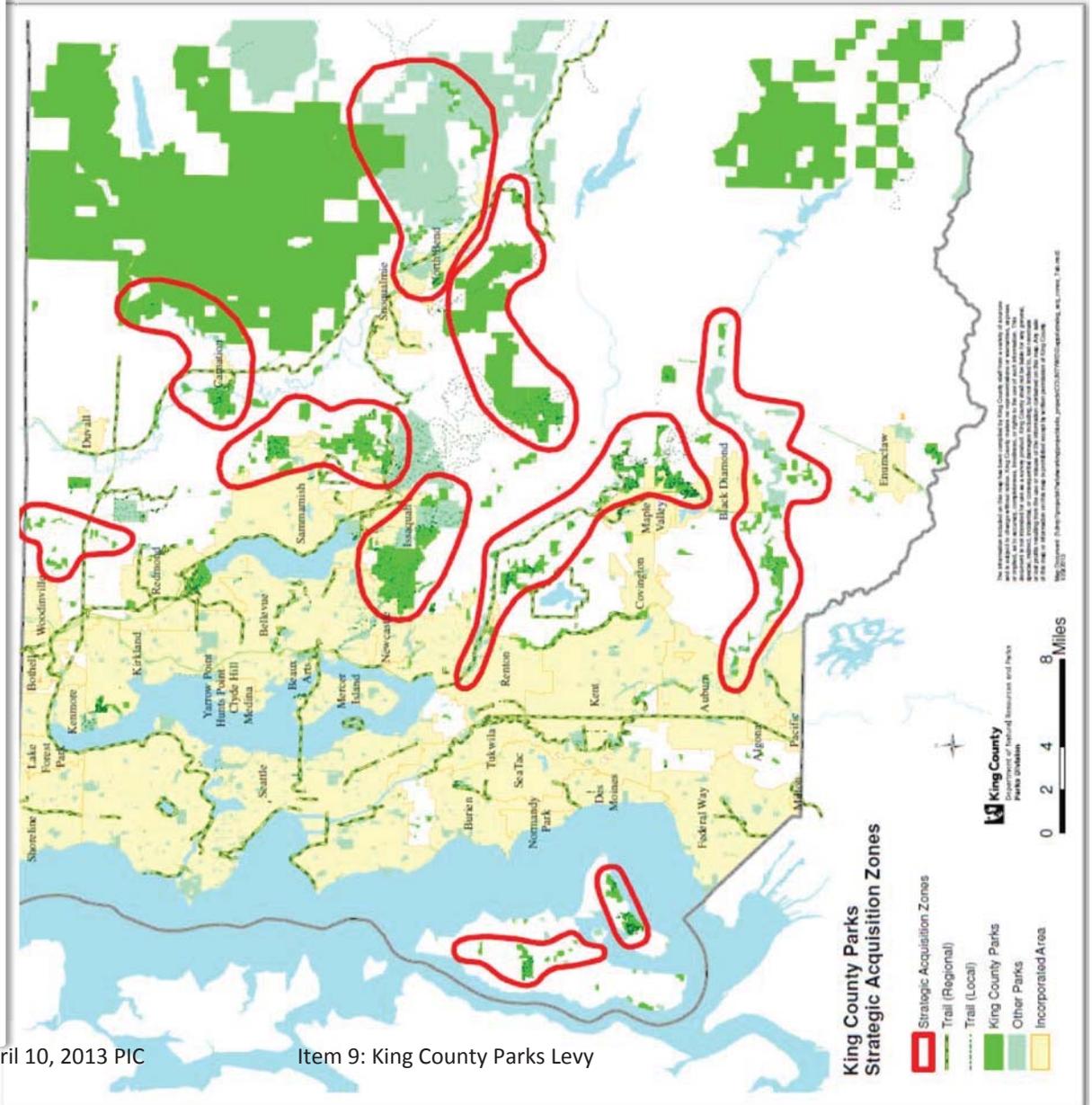
In 2007, when planning was conducted for the 2007 parks levies, the median value of a single family home in King County was \$400,000. Thus, all analysis was based around the cost to the owner of a \$400,000 home.

In 2011, when the Parks Division began planning for the parks levy renewal, the median value of a single family home was \$340,000. Thus, the analysis completed by the Parks Levy Task Force, as well as the analysis contained in the Executive's proposed levy submittal are based around the cost to the owner of a \$340,000 home

Home prices have declined since 2011. In February 2013, according to the King County Assessor, the median value of a single family home in King County is \$300,000. As a result, all analysis in this staff report is based around the cost to the owner of a \$300,000 home. For comparison, however, this chart shows the cost for each area of the proposed levy for the owner of a \$300,000, \$350,000 or \$400,000 home.

Planning for the future: Open space acquisition

- ✓ Connectivity / Adjacency
- ✓ Public access
- ✓ Protect regional watersheds and streams (informed by WRIA and Open Space Plans, CFT criteria)
- ✓ Provide multiple benefits (recreation, public access, habitat protection)
- ✓ Build upon prior public land investments



April 10, 2013 PIC

Item 9: King County Parks Levy



April 10, 2013
SCA PIC Meeting

Item 10:

Transportation 2040 Update

Discussion Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.org.

PSRC Transportation Policy Board Members

Renton Councilmember Rich Zwicker (SCA Caucus Chair / alternate); Shoreline Councilmember Chris Eggen (SCA Caucus Vice Chair / alternate); Federal Way Councilmember Jeanne Burbidge; Sammamish Councilmember Don Gerend; Mayor Dave Hill of Algona; Kirkland Councilmember Amy Walen (alternate).

PSRC Executive Board Members

Mayor Dave Hill of Algona (SCA Caucus Chair); Mayor Will Ibershof of Duvall; Mayor John Marchione of Redmond; Mayor Pete Lewis of Auburn (alternate); Deputy Mayor Mia Gregerson of SeaTac (alternate); Covington Councilmember Marlla Mhoon (alternate); Sammamish Councilmember Don Gerend (2nd alternate). *SCA cities with their own seats: Mayor Suzette Cooke of Kent; Mayor Denis Law of Renton; Mayor Joan McBride of Kirkland; Mayor Skip Priest of Federal Way.

This item is scheduled for discussion and feedback. The SCA Transportation Policy Board and Executive Caucus requested that members of the PIC have an opportunity to review the latest T2040 materials and provide comments and feedback. Some SCA cities have expressed concerns about T2040's "State of Good Repair" Investment Need, specifically:

- 1) T2040's Pavement Condition Index (PCI) Target or Goal of 70; and
- 2) Use of the term "The State of Good Repair"

Background

The Transportation Policy Board and the PSRC Executive Board were briefed on PSRC's Transportation 2040 update this past month. Updates to the plan include:

- The Schedule for Approval
- The State of Good Repair Investment Need
- Financial Strategy Update
- Rural Transportation Study
- Transportation 2040 Prioritization

Concerns have been raised about T2040's Pavement Condition Index (PCI) Target or Goal of 70. PCI is a numerical index between 0 and 100 that is used to indicate the condition of a pavement, widely used in transportation civil engineering. Very few cities or counties in the region have a surplus of financing for pavement preservation. The region needs to invest heavily in those arterials that are between PCI 70 –PCI 80 to gain an additional 8-10 years of life before serious drops in roadway condition occur.

People have also expressed concern that the term "State of Good Repair" is potentially misleading when our regions roads are deteriorating. "State of Good Repair" is intended to address the maintenance and preservation of the existing transportation system. The most recent American Society of Civil Engineers report gave Washington's roads a "D" score. Since asphalt pavements are very sensitive to both weather and time, there is a considerable risk involved with waiting until things get worse to finance road work that is already in need of repair.

A recording of the latest T2040 presentation to the PSRC Transportation Policy Board is also available at http://psrc.granicus.com/MediaPlayer.php?view_id=2&clip_id=257.

Next Steps

A draft Prioritization Report will be available for the Policy Board's review in May 2013. The next decision point for the Transportation 2040 Update will be in June/July 2013, when the boards will be asked to endorse strategies and changes to the plan. Additional T2040 resources and materials are available at <http://www.psrc.org/transportation/transportation-2040-update>.



April 10, 2013
SCA PIC Meeting

Item 11:

Industrial Land Analysis Update
Growth Management Policy Board (GMPB)
Discussion Item

SCA Staff Contact

Doreen Booth, Policy Analyst, office 206-433-7147, doreen@soundcities.org

GMPB Members

Redmond Councilmember Hank Margeson (SCA caucus chair); Renton Councilmember Terri Briere; Auburn Councilmember John Holman (alternate); Mayor Bernie Talmas of Woodinville (alternate); Duvall Councilmember Jason Walker (alternate).

Request for PIC Feedback: In accordance with Vision 2040, PSRC has scheduled an update of the 1998 *“Industrial Supply and Demand in the Central Puget Sound Region”* a snapshot of industrial employment, demand for industrial land and supply of industrial land in the region. GMPB members are seeking feedback from the Public Issues Committee on what should be included in the scope of work.

Background

In 1998, PSRC published the *“Industrial Supply and Demand in the Central Puget Sound Region”*. The report can be found at <http://www.psrc.org/assets/258/IndustrialLand.pdf>. An addendum was issued in 2000, <http://www.psrc.org/assets/9451/IndustrialLandAddendum.pdf>. Vision 2040 DP-Action 6 states that, “The Puget Sound Regional Council will update its inventory of industrial lands in the region. The inventory will be supplemented with a region-wide strategy for industrial lands”.

Request from the PIC

The GMPB is asking what PIC members would like to see in the updated Industrial Lands Analysis. An outline of the analysis and the process is included as Attachment A. An outline of the process and key questions the analysis will address is attached as Attachment B. GMPB caucus members are asking the PIC members for additional data needs or areas of concern that should also be included in the analysis.

Attachments

- A. [Industrial Land Analysis - Draft](#)
- B. [Industrial Land 1998 Summary](#)

Industrial Lands Analysis — Draft



Purpose: To understand the importance of industrial lands to the regional economy and to ensure the region has an adequate supply of industrial land for the future, PSRC staff is updating the analysis of industrial land in the region. The report will analyze industrial employment, industrial land supply, demand for industrial land, and zoning and development regulations on industrial land.

Collaborative Partners

PSRC will form an Industrial Lands Analysis Working Group to provide guidance on the methodology, input on data sources, and feedback on draft findings. The Working Group is generally made up of stakeholders including employers, employees, landowners and brokers, regulators, permitting agencies, developer interests, infrastructure providers, and environmental organizations. Specific interests will include:

- Ports
- Counties
- Cities
- Tribes
- Labor
- Rail
- Trucking/freight
- WSDOT
- Private business
- Industrial land developer/broker
- Economic Development Boards
- Puget Sound Partnership

Process

VISION 2040 and the Regional Economic Strategy direct PSRC to update the inventory of industrial lands in the region, with potential second phase work on the development of a regionwide strategy for industrial lands.* The following key questions will guide the updated analysis of industrial land:

1. What is the contribution of industrial land to the regional economy?
2. How much of the region's industrial employment is on industrial land?
3. What is the distribution of industrial land in the region? Where are the major concentrations?
4. How has the quantity, distribution, and development level of industrial land in the region changed since 1998?
5. What factors influence the development of industrial land?
6. Does the region have an adequate supply of industrial land to meet industry demand?
7. How are jurisdictions in the region planning for their industrial land (MICs, other designated industrial land, and nonindustrial land with industrial uses)?
8. What actions, investments, or strategies do stakeholders think are needed to ensure an adequate supply of industrial land?

For more information on PSRC's past and present analyses of industrial land, contact Erika Harris at 206-464-6360 or eharris@psrc.org.

*VISION 2040 – Development Patterns Action #6, Prosperity Partnership Regional Economic Strategy – Strategy #4.6.

Industrial Land Supply and Demand in the Central Puget Sound Region



Summary of Reports by PSRC and UW Center for Community Development and Real Estate

1998 Report on Industrial Employment, Supply and Demand

In 1998, PSRC published *Industrial Land Supply and Demand in the Central Puget Sound Region*, a snapshot of industrial employment, demand for industrial land and supply of industrial land in the region. The report looked at data collected for 60 major concentrations of industrial land that allowed an in-depth understanding of the concentrations in terms of type of industrial area, readiness for development, development activity, and potential for conversion of industrial land to nonindustrial development. The 1998 report highlighted the following findings:

- Net supply of industrial land in the region appeared to exceed demand by about 3 to 1. However, a third of the supply was not served by adequate transportation, water, and other infrastructure. Additionally, the supply was located over a four-county area and was not predominantly found in historically strong real estate markets.
- Approximately 152,000 new jobs in industrial sectors (manufacturing, wholesale trade, construction, and transportation/communications/utilities) was forecasted to be added to the region by the year 2020. This was about 20% of the forecasted job growth in the region.
- Pressure to use industrial land for nonindustrial uses led to concern for displacement of industrial jobs. Some cities addressed this concern by rewriting zoning provisions to protect industry from encroachment by nonindustrial users.

2000 Addendum on Industrial Employment, Land Use and Infrastructure

A second phase of the analysis addressed employment, land use and infrastructure issues that were brought up by the findings of the 1998 report. Major findings of the addendum included:

- Industrial land and industrial jobs were important to the regional economy. Industrial land had specific attributes such as larger parcel size, highway and rail access, and higher thresholds for impacts that were needed by industrial employers.
- Nearly all jurisdictions studied included preservation language in their industrial zoning code and/or comprehensive plans that limited nonindustrial uses in some way, but still permitted a wide range of nonindustrial uses.
- Almost half of the industrial concentrations studied had at least 1,300 jobs (of which more than 50 percent were industrial), were generally served by water and sewer, and were within 2.5 miles of a national highway. These locations were well-positioned to accommodate shorter-term demand for industrial supply.

For more information on PSRC's past and present analyses of industrial land, contact Erika Harris at 206-464-6360 or eharris@psrc.org.

1998 Report Methodology

Employment. Based on data from the Washington State Employment Securities Department, the report listed regional employment for industrial sectors (manufacturing, wholesale trade, construction, and transportation/communication/utilities) and nonindustrial sectors for years 1980, 1990 and 1996.

Supply. The supply analysis had five primary steps:

1. Define industrial land. Industrial land was defined as urban land designated in comprehensive plans for manufacturing, heavy or light industry, research and development, wholesale trade, warehousing, distribution, and business parks.
2. Identify industrial concentrations. The unit of analysis was a concentration of contiguous industrial land at least 25 acres in size. Concentrations greater than 180 acres in size were categorized as major concentrations.
3. Collect data. For all concentrations, information was collected on gross and net industrial land supply. For major concentrations, additional data collected included: planning and zoning designations, industrial land categorizations, transportation and infrastructure service and adequacy, environmental hazards, parcel sizes and prices, and scale of sales or leasing activity.
4. Calculate estimated net industrial land supply. Vacant and redevelopable parcels were identified as parcels with zero assessed improvement value and assessed improvement value less than 25 percent, respectively. For those parcels identified as vacant or redevelopable, land unavailable for development (critical areas, current and future infrastructure rights-of-way, and open spaces) was deducted from the total, as well as a 10 percent market factor, to arrive at net supply.
5. Describe characteristics. Data collected for major industrial concentrations was used to describe characteristics such as type of industry, readiness for development (transportation and other infrastructure, contaminants, and parcel size), development activity, and potential for erosion of industrial land supply.

Demand. The demand analysis converted job growth to an estimate of land needed to accommodate those jobs using three primary steps and the following formula: $\text{land demand} = \text{building square feet per job} \times \text{job growth} / \text{building-land coverage ratio}$.

1. Determine building square feet per employee and building type distribution by industry. A survey of industrial land users and property managers was conducted to determine the building square feet per employee and building type distribution by industry because little research on the issue was available at the time.
2. Apply employment projections. Regional forecasts of employment growth by sector were multiplied by the mean square feet per employee for that sector.
3. Determine land area needed outside of buildings. Building-to-land coverage ratios were used to determine total land needed. The coverage ratio differed by type of building.

2000 Addendum Methodology

Employment. State employment data were analyzed at the sub-sector level to further assess employment on industrial versus nonindustrial lands.

Land Use. To understand the extent to which preservation of industrial land is reflected in local development regulations, the zoning codes of 13 jurisdictions in the region were reviewed. The evaluation noted the range of nonindustrial uses permitted in industrial zones.

Infrastructure. To investigate the shorter-term usefulness of the industrial land supply identified in the 1998 report, information on proximity to a national highway, water and sewer infrastructure adequacy, and existing employment were assessed for major concentrations of industrial land.



April 10, 2013
SCA PIC Meeting

Item 12a:

Emergency Management Performance Grant (EMPG Funding)
Emergency Management Advisory Committee (EMAC)
Informational Item

SCA Staff Contact

Doreen Booth, SCA Policy Analyst, office 206-433-7147, doreen@soundcities.org.

EMAC Members:

Shoreline Emergency Management Coordinator Gail Harris (SCA Caucus Chair); Renton Councilmember Greg Taylor (Caucus Vice Chair); Kirkland Councilmember Penny Sweet; Lake Forest Park Councilmember John Wright (alternate); Duvall Councilmember Leroy Collinwood (alternate); Algona Councilmember Bill Thomas (alternate).

To provide updated information on the change in allocation for Emergency Management Performance Grant (EMPG) dollars.

Background

On May 6, 2012, the SCA Board of Directors adopted the following position:

Emergency Management Performance Grant (EMPG)

SCA opposes a Rule Change to WAC 118-09-040 without additional stakeholder review and input, including but not limited to, an open and transparent process for stakeholder input (including an opportunity for input from the elected officials representing affected jurisdictions), and a thorough review of the impact of such a Rule Change on the emergency management capabilities of the cities in the Puget Sound region.

Subsequent to SCA’s position, the State Emergency Management Division created a working group to travel throughout the state speaking to stakeholders about the proposed EMPG allocation. After four statewide meetings where impacted jurisdictions could voice their concerns, the Washington State Emergency Managers Association (WSEMA) and the State Department of Emergency Management agreed to select 12 members, plus several from the State, to collaborate on a formula and proposed rule changes that best met the needs of the impacted jurisdictions. Gail Harris, Shoreline, was one of the working group members selected. The working group has prepared a draft allocation formula and proposed rule changes.

City Allocations

A table of preliminary allocations to cities is set out in Attachment A. Of the 17 SCA member cities that receive EMPG funds, 10 cities will see a decrease phased in over 3 years and 4 cities will see an increase phased in over 3 years. Another three cities, Kenmore, Lake Forest Park,

and Woodinville are served by ESCA for emergency management services; ESCA will receive decreased funding. Three member cities, Normandy Park, Pacific, and Snoqualmie, would fall below the \$10,000 minimum grant amount and will need to contract with a partner to receive their funds.

Attachment B is a sample letter that the King County Executive's Office sent out to all King County cities as a result of decreases in EMPG funds and proposed changes in the Washington Administrative Code. King County is reaching out to SCA and member cities to discuss ways the County and cities could partner to provide basic and enhanced emergency management services to cities.

EMPG Funding Allocation

The group met on January 30, 2013 and January 31, 2013 in Spokane. The former State-proposed formula was removed as an option. The group agreed that every citizen in this state deserves to have an emergency management program meeting their basic needs. The principles underlying the new formula are:

- The grants are, for the most part, per capita.
- Every County, as Counties have specific roles during and after an emergency, should have a minimum .5 full time employee (FTE).
- Every City, County, or Tribe has to meet the basic program elements which will be codified in WAC 118-30.
- Each grant dollar awarded will be matched, dollar for dollar, by the receiving jurisdiction.
- All Counties under 30,000 will be given a base amount of \$18,000 (this amount was selected as it was agreed that a county this size could hire a .5 FTE for \$36,000 – 50% county match).
- There would be no award for under \$10,000. Cities, counties and tribes who had population that would result in less than a \$10,000 grant would need to partner or contract with a valid emergency management program.
- The amounts to each qualifying jurisdiction will be implemented over the next three years. Jurisdiction's allocations will either be increased or decreased by 33% for 2013, then again by 33% in 2014, reaching their final awarded amount in 2015.
- Currently, the State is retaining 5% off the top of the total award for administration and maintenance and then they are holding back 38% of the 95% that is left. That leaves 62% of the 95% for the jurisdictions to split up.

Other Issues

Federal Legislation Setting out State/Local Government Percentages

Unlike other granting sources such as the State Homeland Security Funds (SHS) and Urban Area Security Initiative Funds (UASI), the federal government has given no clear guidelines to the states on how much of EMPG funds they can hold back and how much of the funding must go to local governments.

In the SHS and UASI funding streams, the states can only hold onto 20%. With EMPG, there is no consistent method from state to state. Some states just follow the 20/80 guidelines of the

other grants, while others give all of the funds to the local governments. Washington State has always kept 38% and has just recently begun taking the 5% off the top. In a move that astonished the emergency management community, the State of Louisiana has decided to keep 80% and return only 20% to the local governments. Because of this it is likely we will see some new federal legislation that will ask the federal government to require a 20/80 split similar to other grant funding streams.

Sequester Funding Decrease

Due to sequester cuts, the EMPG grant, like all the rest of the grants, will likely be cut 5%. That has not yet been reflected in the current funding allocations that have been sent out.

Population Numbers Used for Allocation

The population numbers reflected in what the State and King County sent out to the cities will be updated. The numbers may not account for some recent annexations, an accounting that may lead to an increase in grant dollars to affected cities and a decrease in the County's grant dollars.

Regional Approach

On March 28, 2013 Jody Woodcock of Washington State Emergency Manager's Association (WSEMA) and Seattle's Emergency Management Director Barb Graff briefed a meeting of the King County Emergency Managers on the proposed revisions to the Washington Administrative Code (WAC). WA EMD staff has stated the goal to promulgate the WAC rule change this spring and conduct public hearings this summer. The proposed revisions would change the administration of, and funding formula behind the Emergency Management Performance Grant (EMPG) program. The March 28, 2013 session was well attended and stirred a broader discussion on the downward trend of federal and state funding for preparedness. County Administrative Officer Caroline Whalen and OEM staff discussed the benefits of King County's regional approach, presented a draft catalog of services and announced that OEM would conduct outreach to local jurisdictions jurisdiction to survey the impact of EMPG funding.

Next Steps

- The State Emergency Management Division has their attorneys reviewing the WAC language.
- Sometime in April, we will have a new State Director of Emergency Management. The statewide committee will then reconvene to ensure that all committee members agree with the final product. While the emergency managers have agreed in principle, there may be some nuances that change.
- It is clear that funding of robust emergency management programs has taken a blow in several impacted cities. Members of the emergency management community have begun researching other ways to fund these vital public safety programs.
- King County staff is reaching out to cities to discuss the implications and strategies cities might want to pursue to supplement the losses from EMPG funding, and a regional service menu that could help meet the needs of individual jurisdictions. For more information please contact Walt Hubbard at Walt.hubbard@kingcounty.gov.

Attachments

- A. [Table of preliminary allocations to cities](#)
- B. [EMPG Letter to Mayor – Sample](#)

Jurisdiction	2011 Award				Agreed method			Earlier Proposed Methodology			
	Population	Amount	Base	Per Capita	Total	Base	Per Capita	Total	Base	Per Capita	Total
King County Totals	1,931,249								\$45,539		
King County	520,891	245,794		\$301,953	\$301,953	\$12,283	\$197,733	\$210,016			
KC Medina	2,969	18,154		\$1,721	\$1,721	\$70	\$1,127	\$1,197			
KC Normandy Park	6,335	6,200		\$3,672	\$3,672	\$149	\$2,405	\$2,554			
KC/PC Pacific (KC main) - (6,060)	6,514	10,993		\$3,776	\$3,776	\$154	\$2,473	\$2,626			
KC Snoqualmie	10,670	30,957		\$6,185	\$6,185	\$252	\$4,050	\$4,302			
KC/SC Bothell (KC main) - (33,505)	17,090	17,970		\$9,907	\$9,907	\$403	\$6,487	\$6,890			
KC Tukwila	19,107	82,207		\$11,076	\$11,076	\$451	\$7,253	\$7,704			
KC Maple Valley	22,684	11,292		\$13,150	\$13,150	\$535	\$8,611	\$9,146			
KC Seatac	26,909	5,890		\$15,599	\$15,599	\$635	\$10,215	\$10,849			
SC ESCA (part)	43,996			\$25,504	\$25,504	\$1,037	\$16,701	\$17,739			
KC	20,460		Kenmore								
KC	12,598		Lake Forest Park								
KC	10,938		Woodinville								
KC Kirkland	80,505	39,764		\$46,668	\$46,668	\$1,898	\$30,560	\$32,458			
KC Shoreline	53,007	57,593		\$30,727	\$30,727	\$1,250	\$20,122	\$21,372			
KC Redmond	54,144	46,020		\$31,387	\$31,387	\$1,277	\$20,553	\$21,830			
KC/PC Auburn part (KC main) - (70,180)	62,761	62,082		\$36,382	\$36,382	\$1,480	\$23,824	\$25,304			
KC Federal Way	89,306	37,072		\$51,769	\$51,769	\$2,106	\$33,901	\$36,007			
KC Renton	90,927	104,147		\$52,709	\$52,709	\$2,144	\$34,516	\$36,660			
KC Kent	92,411	104,900		\$53,569	\$53,569	\$2,179	\$35,080	\$37,259			
KC Bellevue	122,363	102,031		\$70,932	\$70,932	\$2,885	\$46,450	\$49,335			
KC Seattle	608,660	335,896		\$352,832	\$352,832	\$14,352	\$231,051	\$245,403			
TRIBES	164,000	234,470		\$95,069	\$95,069			\$247,380			



King County

Dow Constantine

King County Executive
401 Fifth Avenue, Suite 800
Seattle, WA 98104-1818

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February 28, 2013

The Honorable Pete Lewis
Mayor, City of Auburn
25 West Main Street
Auburn, WA 98001-4998

Dear Mayor Lewis:

I am writing to draw your attention to a plan to amend the Washington Administrative Code (WAC) in a manner that would substantially change the way the Emergency Management Performance Grant (EMPG) program is managed.

Attached, please find a proposal from a Washington State Emergency Management Association (WSEMA) working group to create a new Emergency Management Review Board and re-formulate the distribution of Emergency Management Performance Grant (EMPG) funds to jurisdictions across the state. This plan comes in response to an earlier successful effort from many jurisdictions across the State, including those within King County, to have Washington Emergency Management Division (WA EMD) halt a proposal that would have drastically reduced EMPG funding allocations to most Puget Sound area cities. This new proposal comes at an especially important time, as federal support for emergency preparedness and response is on a downward trajectory.

The WSEMA working group's change to the WAC offers a new strategy for a regionally-based approach to emergency preparation efforts. It restores some, but not all, of the funding cuts originally proposed by the Washington Emergency Management Division, and establishes a new Emergency Management Review Board that would advise and consult with WA EMD on funding EMPG and other issues. While the proposed formula is not final, we appreciate their hard work to come up with an alternative that provides an additional of funding to King County jurisdictions.

I am intrigued by the possibility of creating improved partnerships with cities to find economies of scale and to strengthen our regional emergency management preparation. I have directed my County Administrative Officer Caroline Whalen, Emergency Management Director Walt Hubbard and Regional Initiatives Director Diane Carlson to reach out and

The Honorable Pete Lewis
February 28, 2013
Page 2

engage with cities in King County and the Sound Cities Association on the specifics of the working group's proposal; to discuss how this proposal affects your community and ways the County and cities could partner to provide both basic and enhanced services to cities in light of the new funding realities.

I look forward to our continued collaboration as we work together to build safer, more disaster-resilient communities.

Sincerely,



Dow Constantine
King County Executive

Attachments (2)

cc: Caroline Whalen, County Administrative Officer, King County Department of Executive Services (DES)
Walt Hubbard, Director, Office of Emergency Management, DES
Jim Mullen, Director, Emergency Management Division, Washington Military Department (WA EMD)
Peter Antolin, Assistant Director, Emergency Management Department, WA EMD
EMPG Work Group members
Dylan Ordonez, Executive Leadership Team Coordinator, King County Executive's Office (KCEO)
Genesee Adkins, Director of Government Relations, KCEO
Diane Carlson, Director of Regional Initiatives, KCEO
Scott Heinze, Heinze & Associates LLC

CRITERIA FOR ALLOCATION OF EMERGENCY MANAGEMENT ASSISTANCE FUNDS

118-09-010 Purpose.

The purpose of this regulation is to establish criteria to be applied by the director of the Washington State Emergency Management Division (EMD) in allocating emergency management program (EMP) funds to state/local/tribal EMPs of this state for the purpose of carrying out EMPs. EMP funds will be allocated in accordance with the Washington Administrative Code (WAC) 118-09-040 and other applicable parts of the Code of Federal Regulations.

The intent of available EMP funding is to supplement and not supplant dedicated state/local/tribal emergency management budgets to increase EMP capabilities.

118-09-020 Definitions.

- (1) Administrative expenses mean necessary emergency management expenses required for the proper and efficient administration of a local government EMP.
- (2) Expenses mean necessary emergency management expenses as identified in the funding guidance. Such expenses must be supported by documentation to be kept on file by the local EMP.
- (3) EMP program elements as defined by WAC 118-30-030.
- (4) Comprehensive emergency operations plan means the same as "comprehensive emergency operations plan" as defined by WAC 118-02-030.

(5) State director means the director of the Washington State Emergency Management Division (RCW 38.52.010).

(6) EMP means the same as EMP as defined by WAC 118-30-030.

(7) Emergency Management Review Board shall be a subcommittee of the Emergency Management Council. The board shall be no more than 15 members comprised of state, cities, counties, and tribal members of eligible EMPs. The WSEMA president shall appoint 12 members from county, city, and tribal EMPs. Three EMD members shall be appointed by the director of the EMD.

(8) Emergency Operations Centers (EOC) can also be referred to as an Emergency Coordination Center (ECC) or a location or facility which coordinates multi-jurisdiction or multi-disciplinary response.

(9) EMP funds are defined as Emergency Management Performance Grant (EMPG) funds or its successor grants or state funds as provided by the legislature solely for the purposes of providing and enhancing emergency management capabilities statewide.

(10) Washington State Data Book presents, in one reference document, a diversity of information on Washington people, economy, and government. The information is obtained from state and federal agencies as well as private business. The Data Book contains eleven major sections: Population, Economy, State Government Finance, Human Services, Criminal Justice, Education, Natural Resources, Environment, Energy, Transportation, and Local Government.

118-09-030 EMP funds eligibility criteria.

State/local/tribal EMPs in the state of Washington will be eligible for EMP funds if the following criteria are met prior to the beginning of the period for which the EMP funds are sought:

(1) The state/local/tribal EMPs for which EMP funds are sought shall have a current Comprehensive Emergency Management Plan (CEMP) or schedule for plan development or maintenance approved by the state director.

(2) In order to qualify for EMP funds an organization must have a full-time (or at least half-time) employee specifically dedicated to preparing for, coordinating Emergency Operations Center response activities, and recovering from emergencies and/or disasters.

(3) The EMP shall be consistent with the Revised Code of Washington (RCW) 38.52.010 (2).

(4) There shall be a designated emergency management agency, department, division, or office established for the jurisdiction empowered with the authority to administer the EMP of behalf of the jurisdiction (RCW 38.52.070). Local EMP personnel must be hired and appointed in accordance with local hiring rules.

(5) If a local/tribal EMP receiving EMP funds fails to meet the requirements of subsections (1) through (4) of this section, the state director may withhold from the recipient any EMP funds for the balance of the funding period. The state EMD director may conduct a review of any extenuating circumstances.

a. Funds shall be allocated among those EMPs that have met the requirements of subsections (1) through (4) of this section.

b. Continued eligibility for EMP funds shall be contingent upon review of performance and program elements as conducted by the state emergency management division.

c. For the purposes of the EMPG, federal EMP funds requiring a match shall be fulfilled through a dollar for dollar match from a dedicated local/tribal emergency management budget. The match shall be an established local fund source and shall not be comprised of in-kind services. State/local/tribal funds used as a match are subject to all federal funding requirements.

(6) Any EMP funds not expended by an EMP shall be allocated among those EMPs that have met the requirements of subsections (1) through (4) of this section. Priority for reallocated funds shall be given to incentivizing regional collaboration.

(7) Any scope of work required for EMP funding will address the Emergency Management Program Elements established in WAC 118-30-070.

118-09-040 Distribution of EMP funds.

Funding distribution for EMP funds shall be based upon a per capita basis except where otherwise indicated below.

(1) For EMPG funds or its successor:

a. All counties above the 0.44% of the total state population based on the WSDB, city's, and tribes' allocation of EMP funds shall be based on a per capita basis.

b. Counties whose total population is less than 0.44% of the total state population based on the most current Washington State Data Book (WSDB), shall receive an allocation of EMP funding to be determined by the director of EMD in consultation with the Review Board.

c. Eligibility for receiving EMP funds requiring a match shall be contingent upon a dollar for dollar match of funds from the local

jurisdiction's budget. In order to qualify for EMP funds, a jurisdiction must qualify for a minimum award of \$10,000.

Jurisdictions unable to meet match requirements shall have their awards reduced to the amount the jurisdiction is able to match.

d. The state EMD shall retain the federally authorized percentage of funds for Management and Administration (M&A). If the M&A percentage is reduced significantly, the EMD director shall convene a meeting of the Review Board to discuss adjusting the percentage allocations to address EMD's fiduciary responsibilities.

e. EMD shall seek to maximize the amount of EMP funds made available to cities, counties, and tribes. Any changes to the current percentage amounts available to local and tribal EMPs shall be discussed with the Review Board prior to implementation.

f. Implementation of this methodology shall be made over three years with a 33% change each year until fully implemented.

(3) County jurisdictions receiving EMP funds for populations within their jurisdictions shall provide emergency management services for those residents, excluding city jurisdictions that receive the same EMP funds and meeting the eligibility requirements under the WAC as a separate and distinct emergency management organization. Nothing in this section shall preclude any local jurisdiction from enacting its own EMP.



April 10, 2013
SCA PIC Meeting

Item 12b:

King County Metro Transit Shortfall *Informational Item*

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.org.

Regional Transit Committee Members:

Redmond Councilmember Kim Allen (SCA RTC Caucus Chair); Kent Councilmember Dennis Higgins (SCA RTC Caucus Vice Chair / alternate); Burien Councilmember Joan McGilton; Issaquah Councilmember Fred Butler; Shoreline Deputy Mayor Chris Eggen; Renton Councilmember Marcie Palmer; Federal Way Councilmember Jeanne Burbidge; Mayor Dave Hill of Algona; Auburn Councilmember Wayne Osborne (alternate); Sammamish Councilmember Tom Vance (alternate); Lake Forest Park Councilmember John Wright (alternate).

Background

Metro continues to face a funding shortfall. The state Legislature is considering new transit funding tools, but if none is approved, Metro faces a \$75 million annual shortage after some stop-gap funding runs out in mid-2014.

Sixty-five Metro Transit bus routes are at risk of being canceled, and service reduced on another 86 routes, if state lawmakers allow temporary two-year funding for the agency to expire without authorizing a permanent and sustainable source of revenue.

Metro's 2012 Service Guidelines Report <http://metro.kingcounty.gov/planning/#guidelines> offers the first glimpse at which Metro routes are at risk for canceling or reducing if the state Legislature doesn't authorize funding to fill Metro's projected \$75 million annual budget gap. The county temporarily averted these kinds of cuts by enacting a temporary two-year Congestion Reduction Charge, but that \$20-per-vehicle charge expires next year. Metro also made extensive financial reforms and raised fares to keep buses on the road. Metro's financial reserves, which also helped provide a one-time financial stop gap, will be depleted and not available on an ongoing basis to sustain service.

Routes at risk for deletion (65 routes): 7EX, 19, 21EX, 22, 25, 27, 30, 37, 48NEX, 57, 61, 76, 77EX, 82, 83, 84, 99, 110, 113, 114, 118EX, 119, 119EX, 123EX, 139, 152, 154, 157, 159, 161, 173, 179, 190, 192, 197, 200, 201, 203, 205EX, 210, 211EX, 213, 215, 216, 237, 243, 244EX, 250, 257, 260, 265, 268, 277, 280, 304, 308, 601EX, 907DART, 910DART, 913DART, 914DART, 919DART, 927DART, 930DART and 935DART.

Routes at risk for reductions and revisions (86 routes): 1, 2S, 2N, 3S, 3N, 4S, 4N, 5, 5EX, 7, 8, 9EX, 10, 11, 12, 14S, 16, 21, 24, 26, 26EX, 28, 28EX, 29, 31, 36, 41, 43, 47, 48N, 60, 65, 66EX, 67, 68, 70, 71, 72, 73, 106, 107, 116EX, 118, 121, 122, 125, 148, 156, 177, 181, 182, 186, 187,

193EX, 202, 204, 209, 214, 221, 224, 226, 232, 234, 235, 236, 238, 241, 245, 246, 248, 249, 255, 269, 271, 309EX, 311, 312EX, 331, 355EX, 372EX, 373EX, 901DART, 903DART, 908DART, 909DART and 931DART.

Routes potentially unchanged (66 routes): 13, 15EX, 17EX, 18EX, 32, 33**, 40, 44, 48S, 49, 50, 55**, 56**, 62, 64EX, 74EX, 75, 101, 102, 105, 111, 120, 124, 128, 131**, 132**, 140, 143EX, 150, 153, 155, 158, 164, 166, 167, 168, 169, 178, 180, 183, 212, 217, 218, 240, 242, 252, 301, 303EX, 306EX, 316, 330, 342, 345, 346, 347, 348, 358EX, A Line, B Line, C Line, D Line, 773, 775, 915DART, 916DART, 917DART (** Routes not reduced because we expect productivity to be above the bottom 25 percent threshold due to changes since spring 2012)

This list of routes shows the potential for cuts and revisions, however considerable additional analysis would follow during the coming year. As work continues, the public will receive additional information and opportunities to give input, both online and in face-to-face forums starting this fall.

The state Legislature is considering funding solutions for transportation needs statewide, including transit. King County has joined with the Sound Cities Association and the city of Seattle and others to ask the legislature for local transportation funding tools.

Attachment

A. [Metro Funding Shortfall Brochure](#)



More bus service is needed, but funding shortage might force deletion of 65 bus routes, report finds

Another 86 routes might be reduced or changed to cut costs

Metro's latest analysis of its transit system found that about 10 percent more bus service is needed to meet demand—but instead of increasing service, Metro might have to reduce the transit system by as much as 17 percent (about 600,000 annual service hours) because of a projected funding shortage.

Metro's 2012 Service Guidelines Report found that nearly 335,000 more hours of bus service are needed annually just to meet current target service levels, reduce crowding and keep buses on time. Even more is needed to serve increasing rider demand and move toward our region's adopted goal for transit growth. The report identified 90 highly productive routes that would likely attract many more riders if funds were available to expand them.

But starting in mid-2014, after some temporary funding sources have run out, Metro will face an annual \$75 million revenue shortfall. King County is working with local and state leaders to seek sufficient, ongoing funding for transit. However, if no new funding tool is approved, Metro will have to eliminate, reduce or revise roughly two-thirds of its bus routes to close the budget gap.

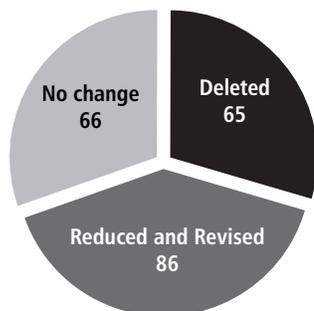
A reduction of that magnitude would have broad impacts on the public transportation network, bus riders, and communities across King County. Impacts on riders would include fewer travel options, longer travel times, more transfers, and more-crowded and less-reliable buses throughout the transit system. Traffic congestion would get worse for everyone.

Learn more about what's at risk 

Illustrative examples of potential service reductions and impacts

- **Roughly one-third of Metro’s routes (65 routes) might be deleted, and about 40 percent (86 routes) might be reduced or revised** if Metro must shrink its system by 600,000 annual service hours.
- **One-third of Metro’s routes might remain unchanged, but would likely carry more people and be more crowded.**

Number of Routes in Each Category



- **People in neighborhoods throughout King County would get less service, or would lose service entirely.** See potential reductions in different areas of the county at www.kingcounty.gov/metro/future
- **Metro would have to cut well-used service that it would not normally consider reducing.** The first routes Metro would consider for reduction would be those the report identified as the least productive 25 percent in Metro’s system. But those routes account for only about 490,000 of the 600,000

annual service hours that would have to be cut—and some of those routes would be maintained because they play critical roles such as serving low-income communities where many people depend on transit.

- **Reductions would mean longer, less-convenient trips to work and school.** Fifty-five percent of Metro’s riders take the bus to school or work, and more than 1,500 businesses, universities and other institutions buy bus passes for their employees or students. If 17 percent of service was reduced, commuters would have to wait longer, walk farther, make extra transfers or stand in the aisle more often. Some might not be able to get to their jobs or classes.
- **People who rely solely or heavily on transit would have fewer travel choices** because there would be fewer bus stops, fewer routes, and less service on remaining routes.
- **Major service reductions would force thousands of people into their cars, worsening congestion and slowing everyone’s travel, the movement of goods, and the delivery of services.** Travel costs would increase as well; public transportation in the Puget Sound Region yields more than \$365 million per year in time and fuel savings for drivers, according to the Texas Transportation Institute. Current Metro service takes about 175,000 vehicles off our roads every weekday—mainly during the busiest times of day on the most heavily used corridors.

How did Metro analyze service needs and potential reductions?

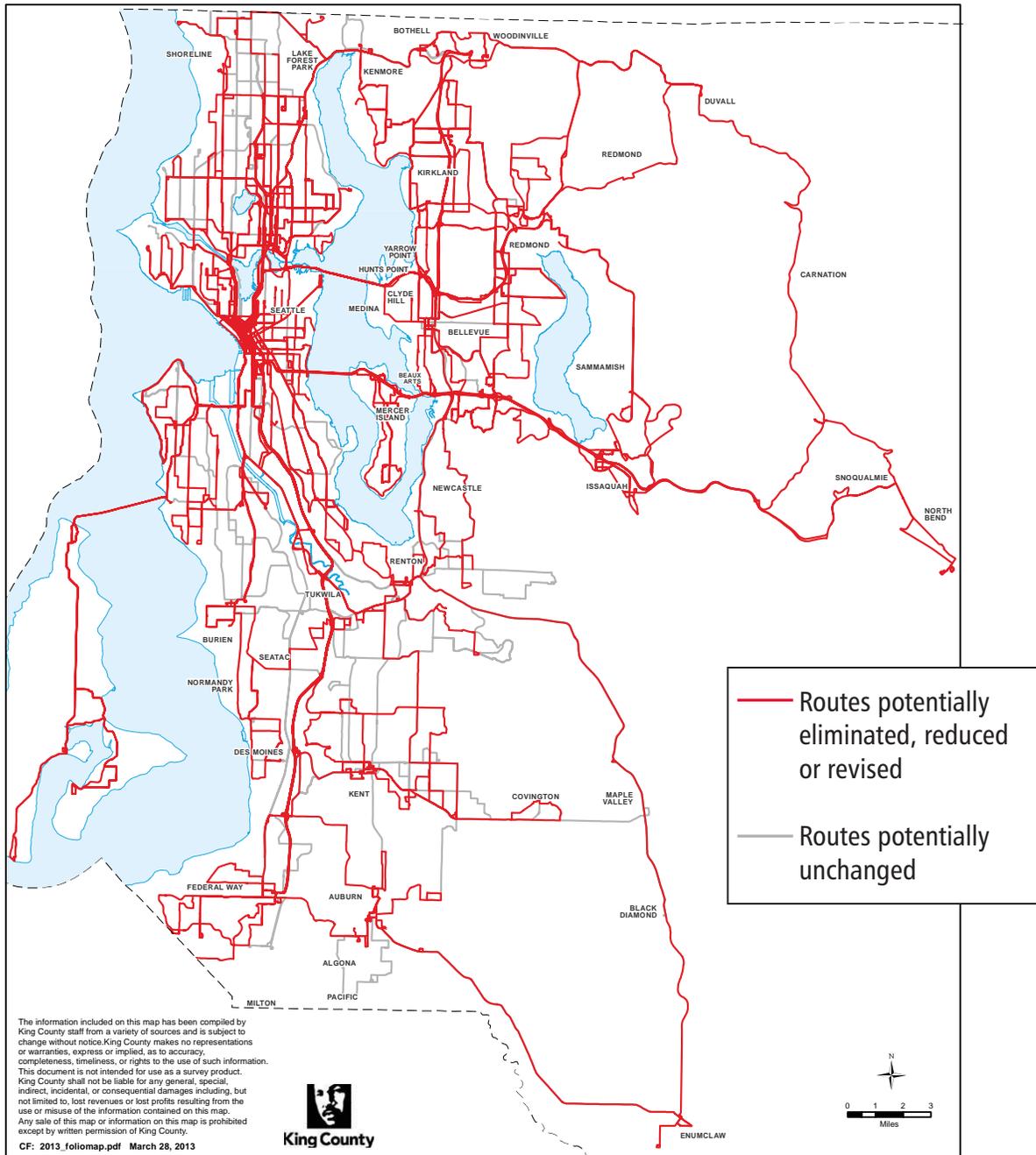
Metro’s analysis of its transit system used objective data defined in service guidelines. The guidelines were recommended by a public task force and adopted by King County in 2011.

The 2012 Service Guidelines Report identified where the transit system needs investments to improve service quality and meet demand, and where routes might be changed or reduced because they are not performing well. Metro used the findings to illustrate how routes might be deleted, reduced or revised to achieve a 17 percent system reduction.

The potential reductions described here are not proposed changes. Before making an actual proposal, Metro would do a more comprehensive analysis using recent data, public comments, and look for opportunities to restructure service to cut costs while serving as many riders as possible.

Find the full 2012 Service Guidelines Report at <http://metro.kingcounty.gov/planning>

Routes that might be eliminated, reduced or revised in a 600,000-hour reduction



Routes potentially deleted: 7EX, 19, 21EX, 22, 25, 27, 30, 37, 48NEX, 57, 61, 76, 77EX, 82, 83, 84, 99, 110, 113, 114, 118EX, 119, 119EX, 123EX, 139, 152, 154, 157, 159, 161, 173, 179, 190, 192, 197, 200, 201, 203, 205EX, 210, 211EX, 213, 215, 216, 237, 243, 244EX, 250, 257, 260, 265, 268, 277, 280, 304, 308, 601EX, 907DART, 910DART, 913DART, 914DART, 919DART, 927DART, 930DART, 935DART

Routes potentially reduced or revised: 1, 2S, 2N, 3S, 3N, 4S, 4N, 5, 5EX, 7, 8, 9EX, 10, 11, 12, 14S, 16, 21, 24, 26, 26EX, 28, 28EX, 29, 31, 36, 41, 43, 47, 48N, 60, 65, 66EX, 67, 68, 70, 71, 72, 73, 106, 107, 116EX, 118, 121, 122, 125, 148, 156, 177, 181, 182, 186, 187, 193EX, 202, 204, 209, 214, 221, 224, 226, 232, 234, 235, 236, 238, 241, 245, 246, 248, 249, 255, 269, 271, 309EX, 311, 312EX, 331, 355EX, 372EX, 373EX, 901DART, 903DART, 908DART, 909DART, 931DART

Routes potentially unchanged: 13, 15EX, 17EX, 18EX, 32, 33**, 40, 44, 48S, 49, 50, 55**, 56**, 62, 64EX, 74EX, 75, 101, 102, 105, 111, 120, 124, 128, 131**, 132**, 140, 143EX, 150, 153, 155, 158, 164, 166, 167, 168, 169, 178, 180, 183, 212, 217, 218, 240, 242, 252, 301, 303EX, 306EX, 316, 330, 342, 345, 346, 347, 348, 358, A Line, B Line, C Line, D Line, 773, 775, 915DART, 916DART, 917DART

** Routes not reduced because we expect productivity to be above the bottom 25% threshold due to changes since spring 2012

Abbreviations: EX=express, N=north, S=south, DART=Dial-A-Ride-Transit

Without new funding, \$75 million annual revenue shortfall is ahead

Beginning in mid-2014, Metro's annual revenues are projected to fall \$75 million short of what is needed to maintain the current level of service—\$60 million for operations and \$15 million for bus purchases.

Metro's largest source of funding is sales tax revenue. Since 2008, the weak economy has caused a substantial ongoing revenue shortfall. Metro and King County have taken sweeping actions to reduce Metro's costs, increase revenue and preserve as much transit service as possible (see below).

However, some temporary funding sources will run out by next summer. Although Metro continues cost-cutting efforts and will request a fare increase in 2014, we are not able to close a \$75 million gap without reducing service.

The state legislature is considering funding solutions for transportation needs statewide, including transit. King County has joined with the Sound Cities Association and the City of Seattle to ask the legislature for local transportation funding tools.

If new funding does not become available, deep service cuts will be necessary. Metro's 2013-2014 budget assumes that Metro will cut up to 600,000 annual hours of service beginning in fall 2014 and continuing in 2015.

Metro's financial reforms

Ongoing cost reductions

- Eliminated about 100 staff positions and reduced programs
- Adopted efficiency measures recommended in a performance audit, saving about \$20 million annually
- Made modest reductions in bus service
- Negotiated cost-saving labor agreements
- Eliminated Ride Free Area in downtown Seattle
- Participates in the County's Healthy Incentives program to control employee health costs, which saved about \$10 million between 2007 and 2011



Ongoing revenue increases

- Following a previously planned fare increase in 2008, raised fares in 2009, 2010, and 2011—an unprecedented total 80 percent increase in four years
- Shifted property tax from county ferries to Metro

Temporary actions

- Dug deeply into reserve funds
- Deferred replacement bus purchases
- Deferred most planned service expansion
- Adopted congestion reduction charge to help fund transit for two years

Throughout 2012, Metro used its new strategic plan and service guidelines to make the transit system more productive and effective, to get the most value for the public's tax and fare dollars. Metro restructured major parts of the bus system and also eliminated or reduced low-performing routes and reinvested the service hours to reduce crowding on buses and improve reliability.

Learn more and play a part in Metro's future:
www.kingcounty.gov/metro/future



Department of Transportation

Communications
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104
www.kingcounty.gov/metro

Service reduction illustration: northwest Seattle/north King County

In this illustration, bus trips and hours of service are reduced or changed on about 25 routes in northwest Seattle and north King County. Many routes in this area were recently changed or eliminated as part of a major service restructure in 2012.



Possible service reductions

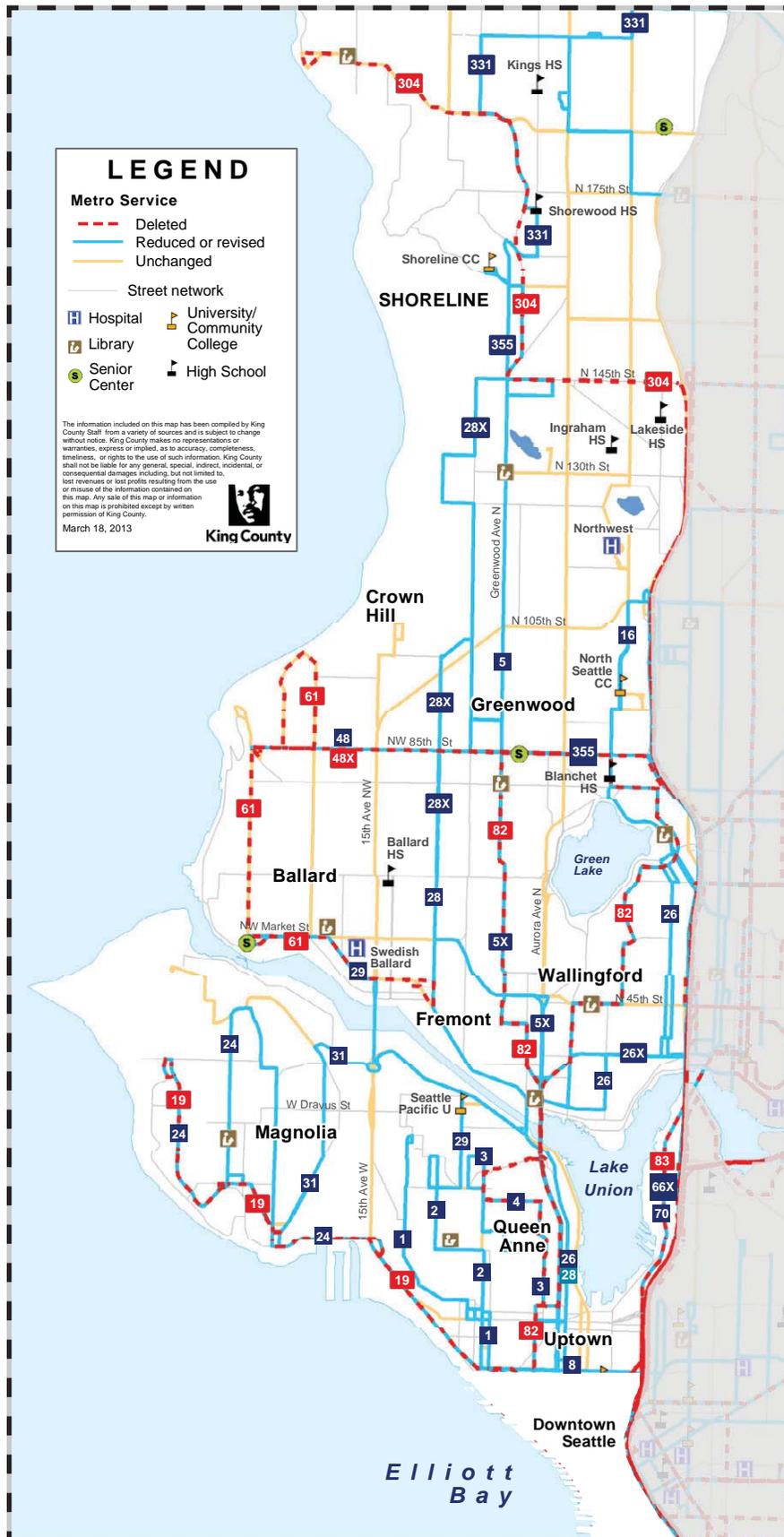
- All-day service—Parts of Shoreline (N 145th Street) could lose all service. North Beach, Sunset Hill (32nd Avenue NW), and west Queen Anne (10th Avenue W) could lose all non-peak-period service.
- Peak service—Riders traveling to downtown Seattle, the University District, and Uptown during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Green Lake, Greenwood, Loyal Heights, Magnolia, Queen Anne, Shoreline, Uptown, and Wallingford could see reductions in services during off-peak periods.
- Night service—Eastlake, Fremont, Green Lake, Greenwood, Loyal Heights, Queen Anne, Seattle Center, Shoreline, South Lake Union, Uptown, and Wallingford could see reductions in night service.
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 1, 2, 3, 4, 5, 5X, 8, 16, 19, 24, 26, 26X, 28, 28X, 29, 31, 48, 48X, 61, 66X, 70, 82, 83, 304, 331, 355.
- Other routes that could experience crowding and reliability issues: 13, 32, 40, 44, 330, 345, 346, 358X, RapidRide D Line.

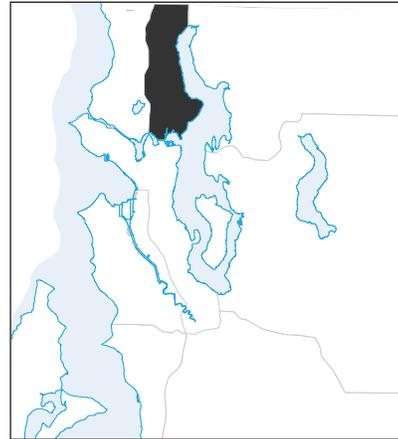
FIG. 9

Service Reduction Illustration: Northwest Seattle/North King County



Service reduction illustration: northeast Seattle/north King County

In this illustration, bus trips and hours of service are reduced or changed on about 20 routes in northeast Seattle and north King County.



Possible service reductions

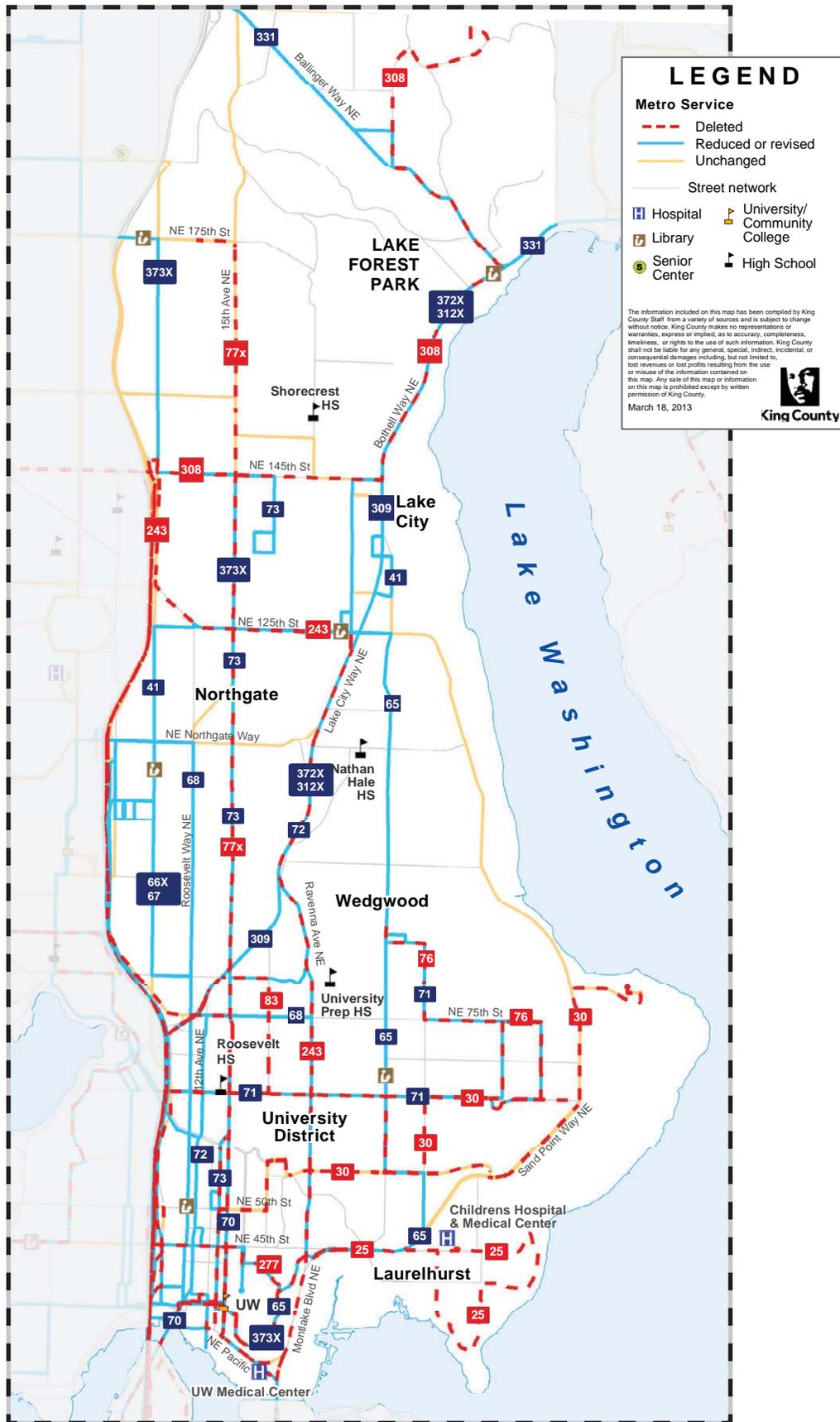
- All-day service—Parts of Lake Forest Park (35th Avenue NE and NE 197th Street) and Laurelhurst (east of 40th Avenue NE/NE 45th Street) could lose all service.
- Peak service—Riders traveling to Bellevue, downtown Seattle, First Hill, and the University District during peak travel periods could see reductions in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Sand Point, Shoreline, and the University District could see reductions in service during off-peak travel periods.
- Night service—Lake City, Laurelhurst, Maple Leaf, Sand Point, Shoreline, the University District, and Wedgewood could see reductions in night service .
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 25, 30, 41, 65, 66X, 67, 68, 70, 71, 72, 73, 76, 77X, 83, 243, 277, 308, 309X, 312X, 331, 372, 373X.
- Other routes that could experience crowding and reliability issues: 31, 32, 75, 330, 347, 348.

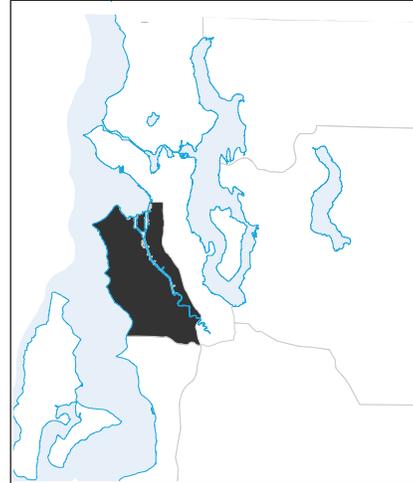
FIG. 10

Service Reduction Illustration: Northeast Seattle/North King County



Service reduction illustration: southwest Seattle/south King County

In this illustration, bus trips and hours of service are reduced on about 20 routes in southwest Seattle and south King County. Many routes in this area were recently changed or eliminated as part of a major service restructure in 2012.



Possible service reductions

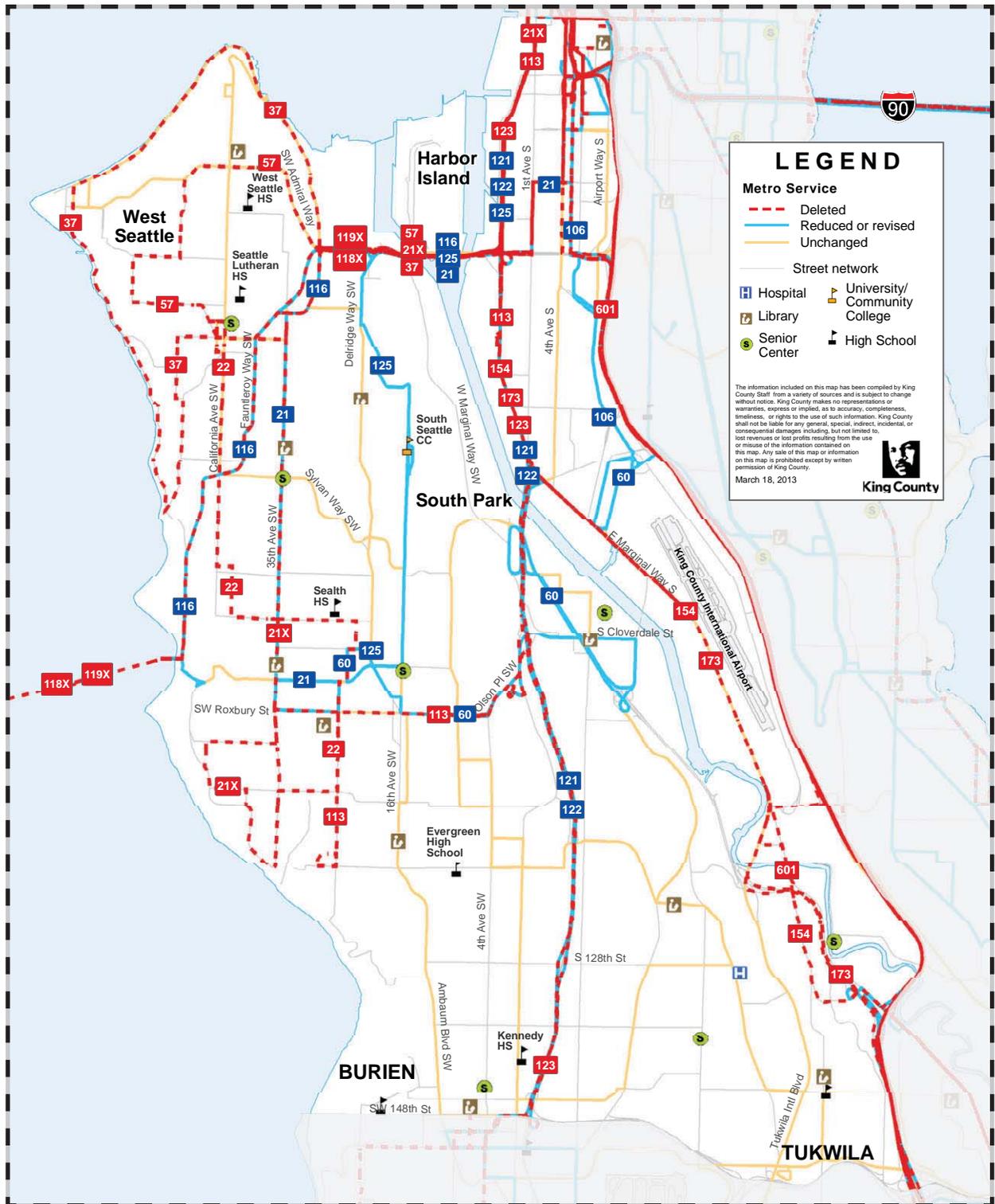
- All-day service—Arbor Heights, Gatewood, Genesee Hill, Shorewood, and Beach Drive SW could lose all service.
- Peak service—Riders traveling to the Boeing industrial and Duwamish areas, downtown Seattle, and West Seattle during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—High Point (35th Avenue SW), North Delridge, and South Seattle Community College could see reductions in service during off-peak travel periods.
- Night service—Georgetown, South Park, and White Center could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 21, 21X, 22, 37, 57, 60, 106, 113, 116, 118X, 119X, 121, 122, 123, 125, 154, 173, 601.
- Other routes in this area that could experience crowding and reliability issues: 50, 120, 124, 128, 131, 132, RapidRide C Line.

FIG. 11

Service Reduction Illustration: Southwest Seattle/South King County

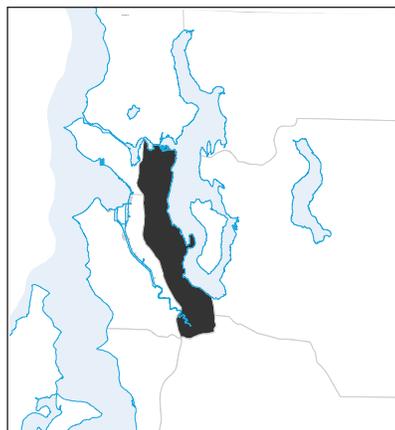


Service reduction illustration: central and southeast Seattle/south King County

In this illustration, bus trips and hours of service are reduced on about 40 routes in central and southeast Seattle and south King County.

Possible service reductions

- All-day service—Leschi and parts of Eastlake and Montlake (Lakeview Boulevard, Harvard Avenue E, E Lynn Street) could lose all service.
- Peak service—Riders traveling to Bellevue, downtown Seattle, First Hill, Rainier Beach, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Capitol Hill, the Central District, First Hill, Madrona, and Rainier Beach could see reductions in services during off-peak travel periods.
- Night service—Beacon Hill, Capitol Hill, the Central District, Eastlake, First Hill, Madison Park, Madrona, Montlake, Mount Baker, Rainier Beach, and Skyway could see reductions in night service.
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

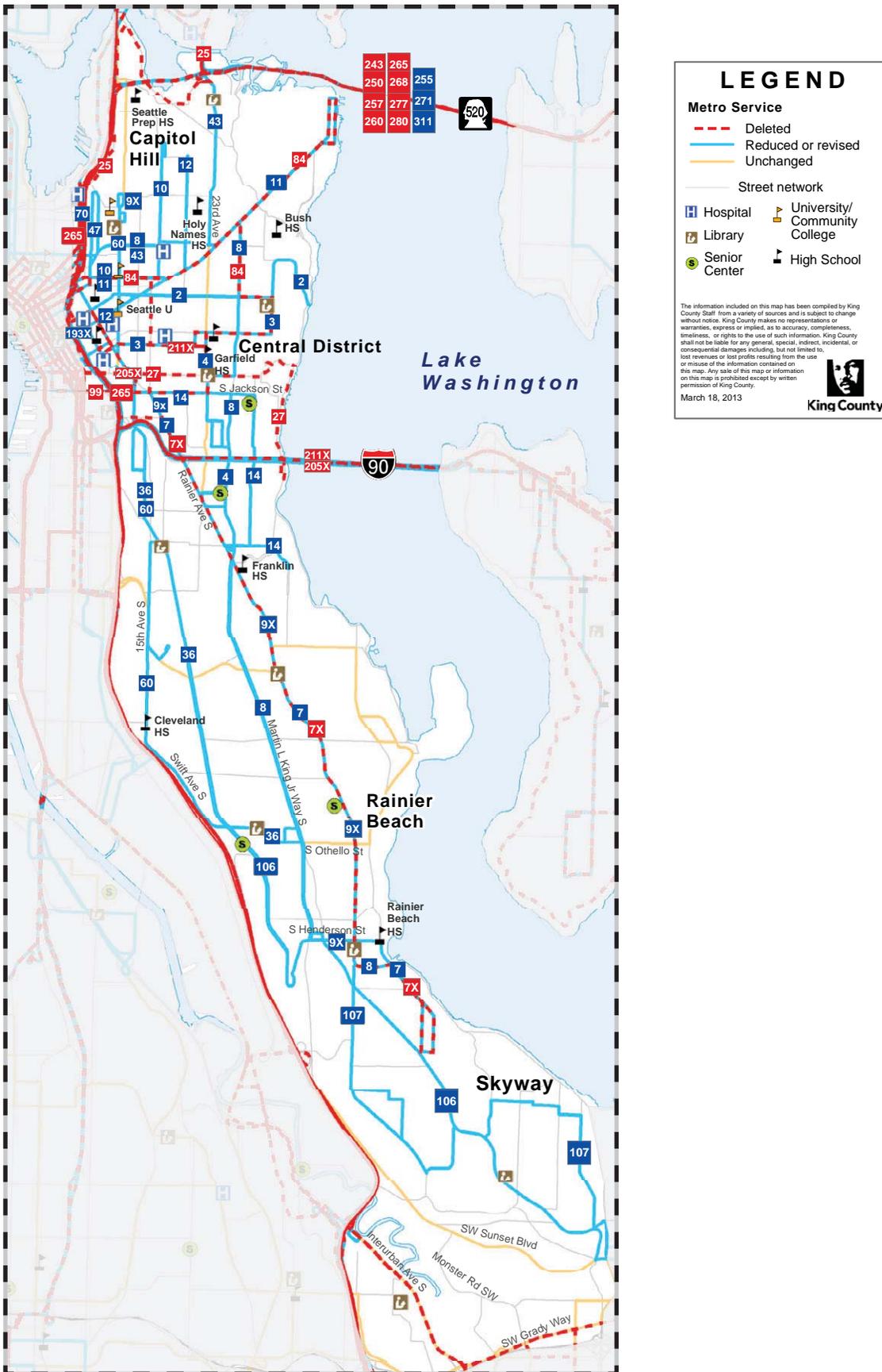


Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 2, 3, 4, 7, 7X, 8, 9X, 10, 11, 12, 14, 25, 27, 36, 43, 47, 60, 70, 84, 99, 106, 107, 114, 193X, 205X, 210, 211X, 215, 216, 243, 250, 255, 257, 260, 265, 268, 271, 277, 311.
- Other routes that could experience crowding and reliability issues: 49, 50, 101.

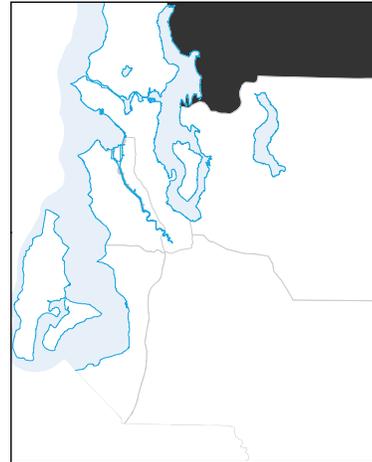
FIG. 12

Service Reduction Illustration: Central And Southeast Seattle/South King County



Service Reduction Illustration: east King County—north

In this illustration, bus trips and hours of service are reduced or changed on about 25 routes in the north part of east King County.



Possible service reductions

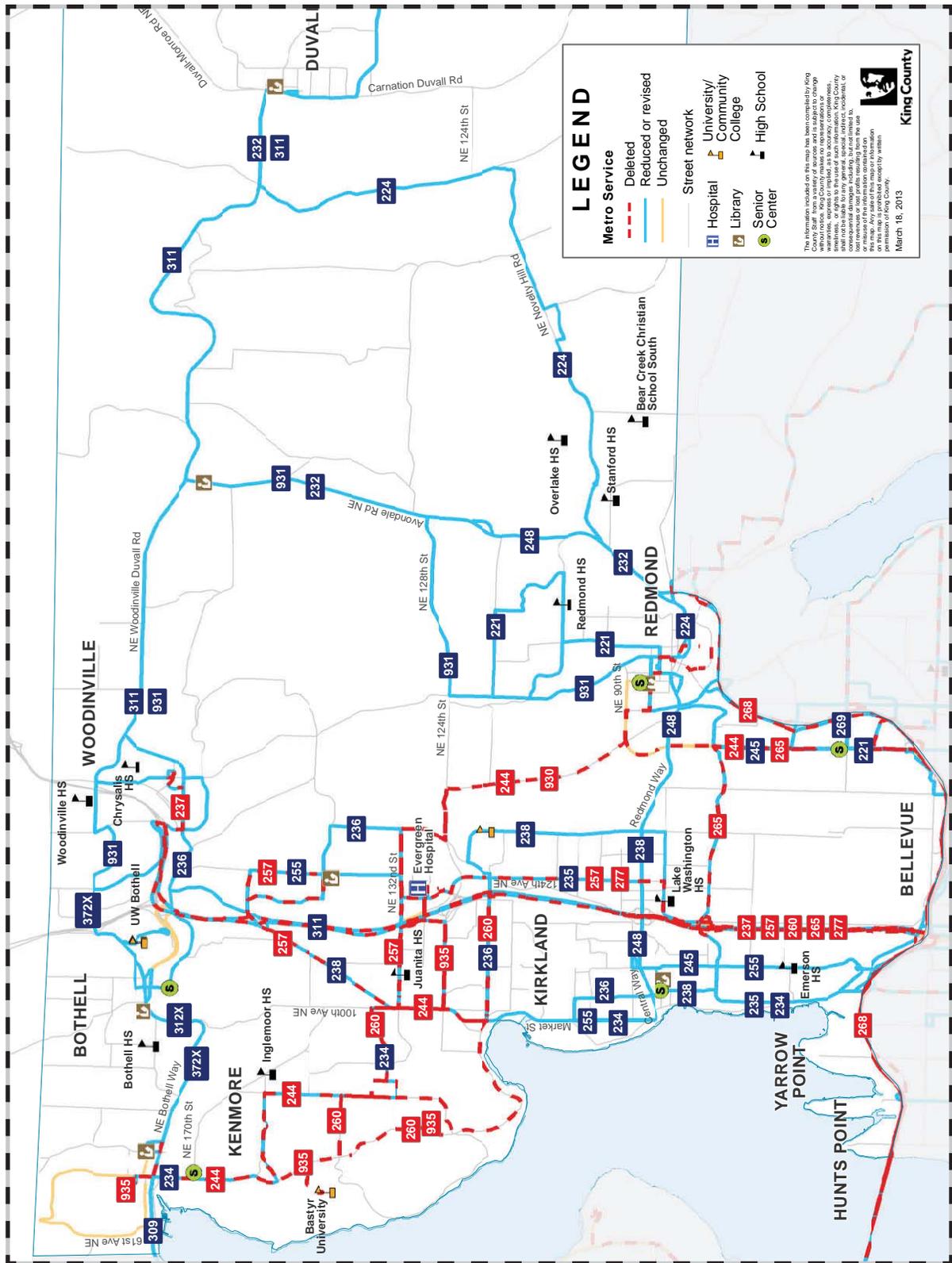
- All-day service—Parts of Juanita could lose all service.
- Peak service—Riders traveling to Bellevue, Eastgate, downtown Seattle, First Hill, Issaquah, Kirkland, Overlake, Redmond, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
 - Competition for already scarce parking spaces at the Brickyard, Kingsgate, Redmond, Overlake, and South Kirkland park-and-rides could increase. Commuter routes crossing SR-520 to downtown Seattle and the University District could be less frequent and often overcrowded.
- Midday/weekend service—Avondale, Bothell, Education Hill, Kenmore, Kingsgate, Redmond, and Woodinville could see reductions in services during off-peak travel periods.
- Night service—Avondale, Bothell, Juanita, Kenmore, Kirkland, and Woodinville could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 221, 224, 232, 234, 235, 236, 237, 238, 244, 245, 248, 255, 257, 260, 265, 268, 269, 277, 309, 311, 312, 372, 930, 931, 935.
- Other routes that could experience crowding and reliability issues: RapidRide B Line.

FIG. 13

Service Reduction Illustration: East King County–North

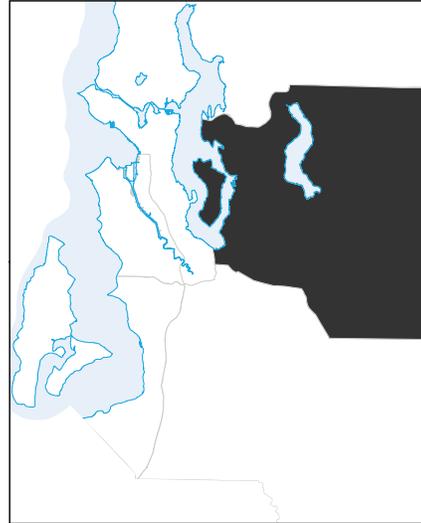


Service reduction illustration: east King County – south

In this illustration, bus trips and hours of service are reduced or changed on about 35 routes in the south part of east King County.

Possible service reductions

- All-day service—Parts of Issaquah, Mercer Island, North Bend, and Sammamish could lose all service.
- Peak service—Riders traveling to Bellevue, Eastgate, Factoria, Issaquah, Mercer Island, Overlake, Redmond, downtown Seattle, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.



Competition for already-scarce park-and-ride spaces at the Eastgate, Issaquah Highlands, Mercer Island, and South Bellevue park-and-rides could increase. Commuter routes that cross I-90 to downtown Seattle and the University District could be less frequent, and could often be overcrowded.

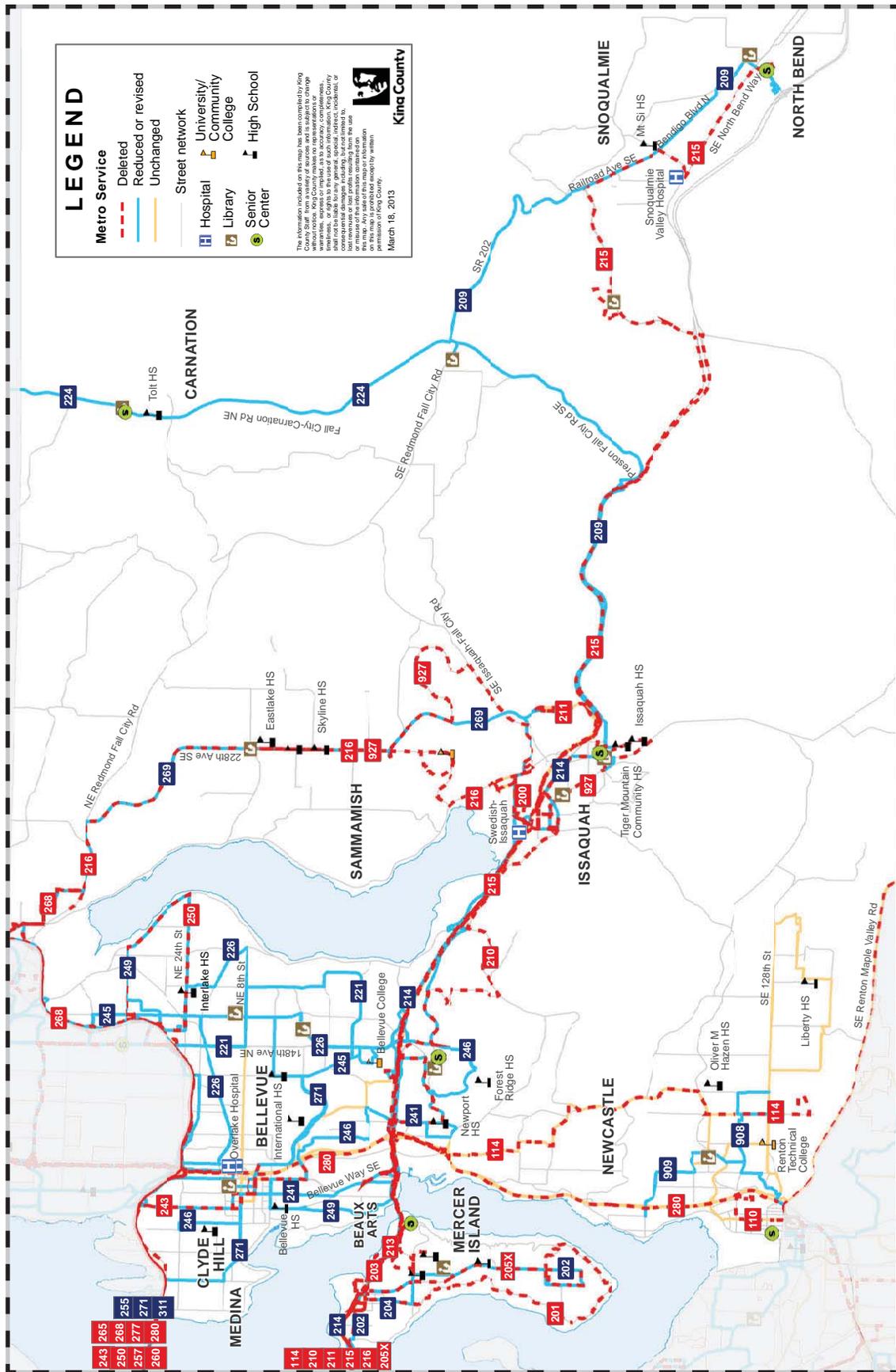
- Midday/weekend service—Bellevue, Clyde Hill, Eastgate, Factoria, Issaquah, Kenndale, Overlake, Medina, Mercer Island, and the Renton Highlands could see reductions in service during off-peak travel periods.
- Night service—Bellevue, Crossroads, Eastgate, Factoria, Issaquah, Overlake, Renton, and Sammamish could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 110, 114, 200, 201, 202, 203, 204, 205, 209, 210, 211, 213, 214, 215, 216, 221, 224, 226, 241, 243, 245, 246, 249, 250, 255, 257, 260, 265, 268, 269, 271, 277, 280, 908, 909, 927.
- Other routes that could experience crowding and reliability issues: 105, 240, RapidRide B Line.

FIG. 14

Service Reduction Illustration: East King County – South

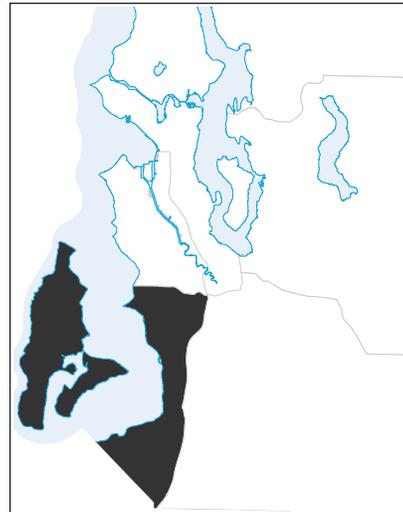


Service reduction illustration: southwest King County

In this service reduction illustration, bus trips and hours of service are reduced on about 25 routes in southwest King County.

Possible service reductions

- All-day service—Riders on Maury Island and in parts of Burien, including Gregory Heights and Highline Medical Center, could lose all service. Vashon Island riders could lose all non-peak-period service.
- Peak service—Riders traveling to the Boeing industrial and Duwamish areas, Burien, downtown Seattle, Federal Way, First Hill, SeaTac, the University District, and West Seattle during peak travel periods could see reductions in service. Vashon Island riders would have to walk onto the ferry at the Vashon Island ferry dock.



Riders could see a loss or reduction in service at the following park-and-rides: Federal Way/S 320th Street, Federal Way Transit Center, Redondo Heights, Star Lake, and Twin Lakes. These changes could create crowded conditions as fewer trips are overloaded with more riders. Some riders who currently have direct trips could have to transfer to get to their destinations.

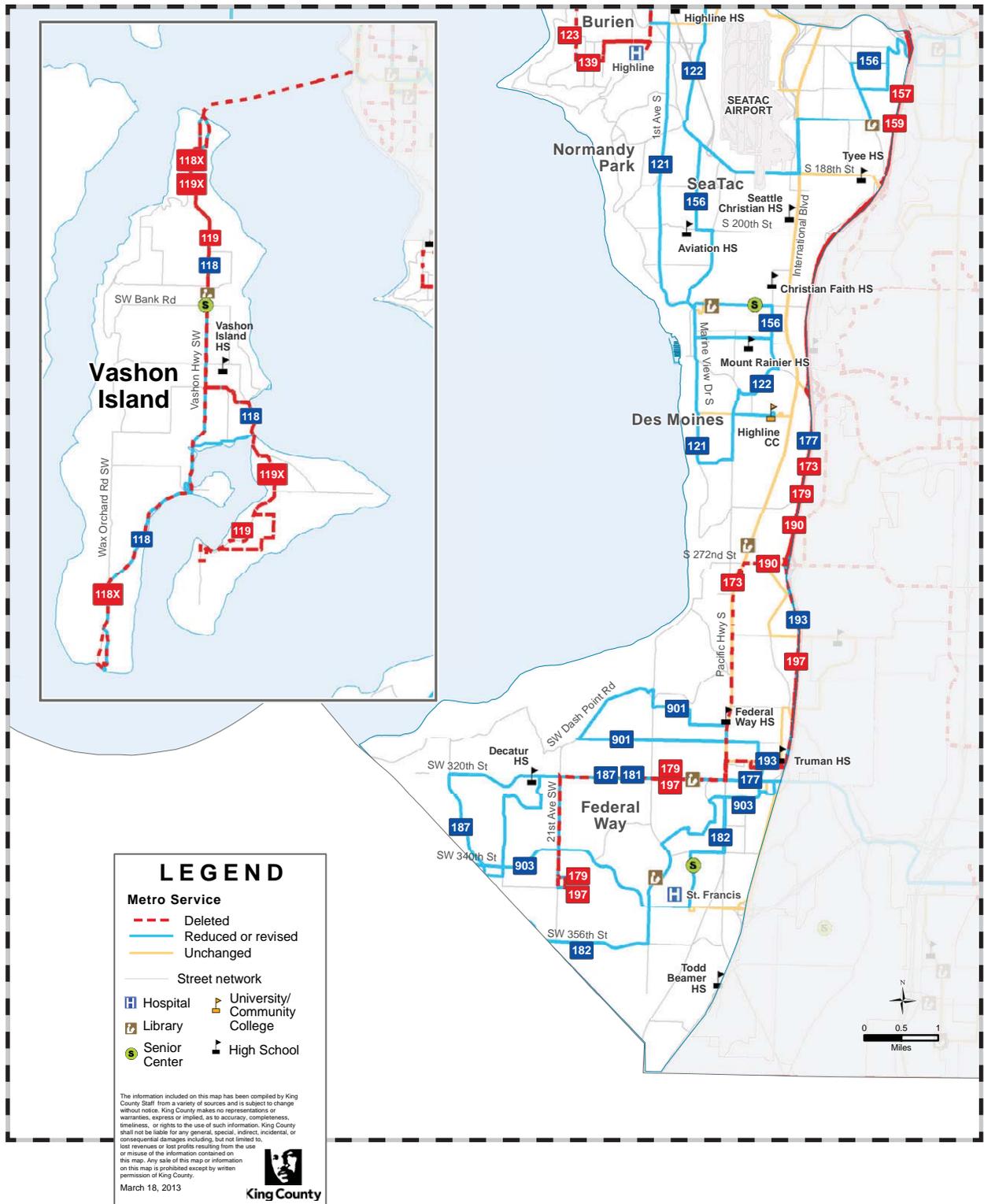
- Midday/weekend service—Riders in Des Moines, Federal Way, Highline Community College, Mirror Lake, SeaTac, and Twin Lakes could see reductions in service during off-peak travel periods.
- Night service—Riders in Federal Way and Twin Lakes could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 118, 118X, 119, 119X, 121, 122, 123, 139, 156, 157, 159, 173, 177, 179, 181, 182, 187, 190, 193, 197, 901, 903.
- Other routes that could experience crowding and reliability issues: 140, 180, 183, RapidRide A Line.

FIG. 15

Service Reduction Illustration: Southwest King County



Service reduction illustration: southeast King County

In this illustration, bus trips and hours of service are reduced on about 20 routes in southeast King County.

Possible service reductions

- All-day service—Parts of Algona, Auburn, Black Diamond, Covington, Enumclaw, and Kent could lose all service.
- Peak service—Riders traveling to Auburn, the Boeing industrial and Duwamish areas, downtown Seattle, Enumclaw, First Hill, Green River Community College, Kent, Renton, and the University District during peak periods could see a reduction in service.

Riders could see a loss or reduction in service at the following park-and-rides: Auburn, Auburn Station, Kent-Des Moines, Kent Station, Lake Meridian, and Lincoln/James. These changes could create crowded conditions as fewer trips are overloaded with more riders. Some riders who currently have direct trips could have to transfer to get to their destinations.

- Midday/weekend service—Riders in Auburn, Enumclaw, Fairwood, Kent, Maple Valley, and Renton could see reductions in service during off-peak travel periods.
- Night service—Auburn, Green River Community College, and Renton riders could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 110, 148, 152, 154, 156, 157, 159, 161, 181, 186, 190, 192, 193X, 197, 280, 907, 910, 913, 914, 919.
- Other routes that could experience crowding and reliability issues: 140, 150, 164, 168, 180.

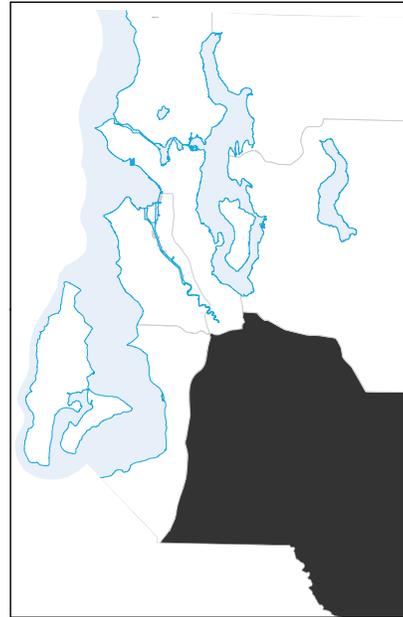


FIG. 16

Service Reduction Illustration: Southeast King County

