



SCA Public Issues Committee

AGENDA

June 8, 2016 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Councilmember Marlla Mhoon, Covington, Chair 2 minutes
2. **Public Comment** – Councilmember Marlla Mhoon, Covington, Chair 10 minutes
3. [Approval of minutes – May 11, 2016 meeting](#) 2 minutes
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4. **Chair’s Report** – Councilmember Marlla Mhoon, Covington, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [Regional Transit Committee Appointment](#) 5 minutes
ACTION ITEM
Page 19
Hank Margeson, PIC Nominating Committee Chair
(5 minutes)
7. [King County Metro Long-Range Plan](#) 20 minutes
DISCUSSION
Page 21
Katie Kuciemba, Senior Policy Analyst
(5 minute staff report, 15 minute discussion)
8. [Best Starts for Kids Levy Implementation Plan](#) 20 minutes
DISCUSSION
Page 27
Ella Williams, Policy Analyst
(5 minute staff report, 15 minute discussion)
9. [Solid Waste Rate Proposal 2017-2018](#) 20 minutes
DISCUSSION
Page 53
Doreen Booth, Policy Analyst
(5 minute staff report, 15 minute discussion)

10. [Future Levies and Ballot Measures in King County](#)

UPDATE

5 minutes

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Katie Kuciemba, Senior Policy Analyst
(2 minute staff report, 3 minute discussion)

11. [Potential Upcoming SCA Issues](#)

UPDATE

5 minutes

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Deanna Dawson, Executive Director
(2 minute staff report, 3 minute discussion)

12. Informational Items

a. [Automated Fingerprint Information System](#)

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b. [Sound Transit's ST3 System Plan](#)

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13. Upcoming Events

- a. SCA Networking Dinner – Wednesday, June 29, 2016 – 5:30 PM – Snoqualmie TPC Golf Club
- b. SCA Public Issues Committee Meeting – Wednesday, July 13, 2016 – 7:00 PM to 9:00 PM – Renton City Hall

14. For the Good of the Order

15. Adjourn

Did You Know?

PIC member Mayor Rich Crispo is also the Newcastle town historian. The following is excerpted from Mayor Crispo's article, "Old Newcastle's Impact on the King County Area":

In 1853, explorers found chunks of coal along a creek in Newcastle. That creek was later named "Coal Creek," and this discovery changed the landscape of King County forever. Between 1863 and 1963, Newcastle coal mines produced 10.5 million tons of coal. The coal mining activity in Newcastle helped to make its neighbor Seattle a major port. In the late 1890s, Newcastle was the only town on the east side of Lake Washington with a post office, and was the second largest town in King County with 3,000 residents.

"During the years of 1916 through 1918 the mines at Newcastle produced 1 million tons of coal to support the war effort. After the war, demand dropped. By 1929, with cheaper coal available from Montana, oil on the scene, the depression, and a fire at the main bunkers, the Pacific Coast Coal Company decided to cease operations. Newcastle was a Company town and with the selling of the homes, dismantling of some buildings, removal and reuse of equipment, and the pulling up of the railroad tracks by 1937 the town of Newcastle no longer existed."

The City of Newcastle was incorporated in 1994, and today has a population of nearly 11,000 residents. You can learn more about Newcastle by talking to Mayor Crispo, or reading his article [here](#).

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

May 11, 2016 – 7:00 PM

Renton City Hall

1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call

PIC Chair Councilmember Marlla Mhoon, Covington, called the meeting to order at 7:00 PM. 26 cities had representation ([Attachment A](#)). Guests present included: Mayor Don Gerend, Sammamish; Councilmember Jim Manley, Milton; Councilmember Bob Baggett, Auburn; Councilmember Alan Gothelf, North Bend; Lyman Howard, City of Sammamish staff; Leslie Miller, City of Kirkland staff; Diane Carlson, King County Executive's Office staff; Michael Huddleston, King County Council staff.

2. Public Comment

Chair Mhoon asked if any member of the public had any public comment. Seeing none, Chair Mhoon closed the public comment portion of the meeting.

3. Approval of the April 13, 2016 Minutes

Council President Hank Margeson, Redmond, moved, seconded by Mayor Pro Tem Ross Loudenback, North Bend, to approve the April 13, 2016 PIC minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Mhoon reminded members to refrain from sidebar conversations, as it can be disruptive and difficult to hear. She also highlighted the "Did you know" section of the agenda by announcing that May 16-22 is [Affordable Housing Week 2016](#).

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, shared the news that the City of Bellevue has voted to join SCA as of June 1, 2016.

Dawson noted the Board of Directors sent a letter to Governor Jay Inslee thanking him for vetoing portions of the Supplemental Budget relating to the Public Works Assistance Account and fire insurance premiums that would have harmed cities. Dawson noted that the Board will be creating a legislative committee. Members interested in serving on the committee should email Dawson at Deanna@soundcities.org.

Dawson announced two upcoming networking dinners, one on June 1 sponsored by the Port of Seattle with speaker will be Congressman Dave Reichert, and another on June 29 where the speaker will be Congresswoman Suzan DelBene. Councilmember Bill Peloza stated that there is a [National League of Cities Summer Board and Leadership meeting](#) that some SCA members may plan to attend from June 26 to June 30.

Dawson passed out a flyer advertising a Heroin and Opiate Community Conversation ([Attachment B](#)), noting this is an issue for many cities.

Dawson noted that Councilmember Dan Grausz of Mercer Island was elected vice chair of the Puget Sound Clean Air Agency Advisory Council. She also shared that Association of Washington Cities has asked her to write an article about collaboration. She encouraged members to share examples with her for inclusion in the article.

Dawson announced Ellie Wilson Jones had a baby boy, August Wilson Jones. Ellie will be back in July; Ella Williams is serving a temporary staff at SCA in her absence.

6. Sound Transit's ST3 System Plan

Deanna Dawson, SCA Executive Director, provided an overview of the process and purpose of the proposed position. She noted that the position has been amended as requested by PIC members at the April 13 meeting. Dawson stated the position was developed to reflect considerable feedback from SCA member cities, including jurisdictional letters submitted to Sound Transit. The position does not address individual projects in the ST3 package.

Dawson explained that the position is not intended to express support for the ballot measure itself, and SCA will not be adopting a position on the ballot measure per direction from the SCA Board. Rather, the policy position identifies principles that should be considered by Sound Transit's Board of Directors in drafting the final plan. The SCA Board discussed the role of cities outside the Sound Transit taxing district and agreed that it is appropriate for those cities to weigh in on the position as those cities are impacted by ST3. Dawson understands that a number of cities are still working through project-specific issues with Sound Transit.

Katie Kuciemba, SCA Senior Policy Analyst, reported that at the March 9 PIC meeting, members of the PIC identified SCA wide priorities in the evaluation of a potential ST3 System Plan. At the [April 13 PIC meeting](#), the PIC voted unanimously to bring back for consideration a position urging the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. The policy position highlights system-wide projects and principles that would have far-reaching impacts to communities throughout SCA. During the April 13 meeting, it was stated the importance of SCA cities standing together to advocate for an ST3 plan that honors a truly regional transit system.

Kuciemba reviewed changes made to the potential policy position since the April 13 PIC meeting, beginning with changes (in italics) that were reflected in an email sent by Deanna Dawson on April 14.

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan *honors* a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.
- A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.
- Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes *additional park and rides and other parking options*.
- *Partnership with local jurisdictions to plan for and fund* transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.
- A commitment to working with local jurisdictions to assess ongoing improvements to access.

Beginning with the introduction statement, Kuciemba stated that there was discussion at the April PIC that we should have a regional transit system; however, there was not agreement that the system has met that objective. Therefore, the word "maintains" in the original drafted position has been changed to "honors." This also responds to comments from the City of Kirkland that SCA should sharpen language on the need for the system to be regional. This amended language was reviewed by Councilmember Nixon.

Kuciemba directed member's attention to the bullet which begins with "investment in system access improvements", language was added to call out "additional park and rides" in recognition of the high importance of this issue to SCA member cities. This amendment was approved by the PIC by a motion brought by the City of Redmond, with amended language made after the PIC meeting in consultation with Council President Margeson.

Kuciemba directed member's attention to the bullet which begins with the word "partnership." At the April PIC meeting, there was discussion about the confusing nature of the term "equitable housing." As a result of that discussion, the principle was refined to focus on transit-oriented development and affordable housing and now reads "partnership with local jurisdictions to plan for and fund transit-oriented development and affordable housing which promote walkable, compact communities in close proximity to transit service."

Kuciemba went on to discuss an amendment that was distributed to PIC members via email on May 10. SCA staff received language for a new principle requested by Councilmember Ed Prince, Renton:

- Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.

SCA worked with Renton in drafting this language to reflect the importance of early, often, and demonstrated coordination with the WSDOT and other transit agencies as Sound Transit prepares for the operation of transit service. Coordination with WSDOT is essential on light rail corridors such as I-5, I-90, and SR520; and along proposed Bus Rapid Transit corridors such as SR522/SR523 and I-405/SR518. Furthermore, an integrated transit system will require Sound Transit to have close coordination and cooperation with local transit agencies, for example first-mile/last-mile connections and in creating a more seamless experience for riders. This point about coordination with transit agencies was also discussed during the April PIC meeting.

Since the April PIC meeting, Kuciemba reported that several key issues have been discussed in the Sound Transit Board Room – and will return in the form of staff reports to the Capital Committee on May 12: results of public outreach, ways that project delivery could be expedited (including the permitting process), additional details of the financial plan, and draft policy language on system wide issues such as Transit-Oriented Development, Innovation, Sustainability, and System Access.

Kuciemba stated that a full report on public outreach will be presented to the ST Board on May 26. A special meeting for all Board Members has been called for June 2 for ongoing discussion as the draft plan is updated to reflect input received during the public comment period.

Deputy Mayor Catherine Stanford moved, seconded by Councilmember Nancy Tosta, Burien, to recommend to the SCA Board of Directors the following potential policy position, including the amendment brought forth by Renton:

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- ***A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.***
- ***A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.***
- ***Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes additional park and rides and other parking options.***
- ***Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.***
- ***Partnership with local jurisdictions to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.***
- ***A commitment to working with local jurisdictions to assess ongoing improvements to access.***

Discussion on the motion ensued.

Mayor Rich Crispo, Newcastle, questioned why the proposed amendment by Renton relating to coordination was needed. Dawson responded that while Sound Transit does coordinate with agencies, there is room for improvement. Councilmember Ed Prince, Renton, noted that this is an effort to reduce silos in transportation planning.

Councilmember Toby Nixon, Kirkland, stated that the issue of subarea equity was addressed with a minor change. While Kirkland feels the position could be stronger, they did not submit further amendments as changes now would shift projects from one subarea to another and could be divisive.

Council President Hank Margeson, Redmond, responding to the need for coordination among transit agencies, noted that the lack of coordination could be seen at the new UW light rail station where making transfers from bus to rail is challenging.

Mayor Bernie Talmas, Woodinville, noted council support of the position but expressed his concern related to transit-oriented development. Talmas stated that there could be pressure to build at the Woodinville Park-and-Ride rather than elsewhere as set out in the city's Comprehensive Plan.

Deputy Mayor Stanford noted support for the amended position. She pointed out the opportunity transit-oriented development presents for Lake Forest Park.

Councilmember Tola Marts, Issaquah, noted support for the position and for affordable housing in transit-oriented development projects.

Councilmember Bob Keller, Sammamish, stated the Sammamish City Council has varied views on ST3 and noted that the city is awaiting responses from Sound Transit to questions raised. Given that, it is premature for the city to support the position.

Mayor Dave Hill, Algona, requested clarity that the position is not supporting or opposing the ST3 ballot measure or ST3 System Plan. SCA staff noted the position sets out high level principles for ST3, not support or opposition for the plan or ballot measure.

Chair Mhoon noted that the cities of Bothell and Kenmore supported the SCA policy but could not be in attendance. She also noted Covington support for the position, even though the city is outside of the Sound Transit service area.

The motion passed 21-1-4. The cities/towns of Algona, Auburn, Burien, Carnation, Clyde Hill, Covington, Duvall, Issaquah, Kirkland, Lake Forest Park, Maple Valley, Medina, Milton, Newcastle, Normandy Park, Pacific, Redmond, Renton, SeaTac, Skykomish, and Woodinville voted yes. The city of Sammamish voted no. The cities/towns of Beaux Arts Village, Duvall, Mercer Island, and North Bend abstained from the vote.

7. Best Starts for Kids Levy Implementation Plan

Ella Williams, SCA Policy Analyst, reported that the Children & Youth Advisory Board (CYAB) was formed in January of this year to oversee and plan for the implementation of the Best Starts of Kids Levy. SCA is represented by Auburn Mayor Nancy Backus and Shoreline Councilmember Jesse Salomon. The CYAB has been working since January to provide direction on the general implementation plan, which will fund prevention-oriented strategies for children and youth, families, and communities across the county. The plan is still being worked on and is not yet finalized. It will be transmitted on June 1st.

As discussed at the April PIC meeting, Williams explained that \$19 million of the almost \$400 million Best Start for Kids (BSK) Levy funds will go toward the Youth & Family Homelessness Prevention Initiative. More information can be found on page 33 of the April PIC packet. With the remaining levy funds: 50% will go to services for kids from zero to five; 35% for children and youth from 5 to 24; 10% is for the “Communities of Opportunity” initiative; and 5% is for data and evaluation.

Williams explained that, for ages zero to 5, BSK’s goal is that: “babies are born healthy and establish a strong foundation for lifelong health and well-being.” It has been determined that specific population-level indicators will measure their success along the way, including: infant mortality, pre-term birth, kindergarten readiness, children who are victims of child abuse and neglect and children who are flourishing and resilient. The last indicator, flourishing and resilient, is difficult to measure. However, there is hope that this indicator will show is a child’s curiosity, attachment, resilience, and contentedness. The County is currently working on a new Child Health Survey to gather some baseline data using this indicator.

For investments from age 5 to 24, there are similar population-level indicators to achieve the stated goal: reading at a 3rd grade level, math at a 4th grade level, on-time high school graduation, young adults working or in school, excellent or good health, and again “flourishing and resilient.” This will be similar to the flourishing and resilient measure for children 0-5 and will cover children and youth from ages 5 -18. Unfortunately, it will not capture the 18-24 age group. King County staff is still working on how to incorporate a similar measure for that age group.

To achieve these desired results using these indicators, Williams reported that BSK will provide funding in particular areas which can include a variety of different services. These services will be based on an individual community’s needs. Some of these areas are built into the levy language, while others provide more flexibility for funding. Each of the areas can be broken down into types of services, and more detail can be found in the attachments on pages 40 through 51.

Beyond the zero to five and 5-24 investments, there is also the “Communities of Opportunity” initiative, which is a joint project with King County and the Seattle Foundation. This initiative aims to improve: housing affordability and quality, education and economic opportunity, community safety while reducing health risk factors, and improve access to physical and behavioral health services. This is focused in the geographic regions that have the most need, and communities that have been selected for initial funding are Rainier Valley, White Center,

and SeaTac/Tukwila. Deanna Dawson represents SCA on the Communities of Opportunity Oversight Committee.

Executive Constantine will deliver the BSK General Implementation Plan to the King County Council and the Regional Policy Council (RPC) on June 1st. From there, there will be additional meetings throughout June and the summer as it moves through the legislative process. The Council hopes to take action on the plan this September.

Williams requested feedback on the proposed plan, how the plan meets the needs of your community and if there are any significant prevention needs that are not addressed in the proposed plan. She noted there will also be the opportunity to give feedback at the upcoming RPC meeting on May 25

Mayor Bernie Talmas, Woodinville, stated that the RPC will continue to receive briefings on the BSK Levy Implementation Plan, and encouraged members to provide feedback to Auburn Councilmember Bill Pelozo, SCA Caucus Chair for the RPC, and Ella Williams, SCA Policy Analyst.

8. King County Metro Long-Range Plan

Katie Kuciemba, SCA Senior Policy Analyst, reported that the first time since 1992, King County Metro has unveiled a new draft long-range plan, entitled METRO CONNECTS, which was released on April 18. It is a 25-year visionary plan which proposes a 70% increase in the total number of service hours between now and 2040. The METRO CONNECTS plan could be considered Metro's "comprehensive plan" by setting a vision for providing increased service; coordinating with cities; pursuing grants and partnerships; developing the Metro workforce, fleet and facilities; and making improvements to the transit system network.

Kuciemba explained that Metro proposes to use an Implementation Program to lay out specific service and capital investments on a six year basis throughout the lifecycle of the plan. The Implementation Program is analogous to a City's Capital Improvement Program. Questions remain as to how Metro intends to roll out the Implementation Program and how projects will be identified and funded within that Program.

The draft METRO CONNECTS plan is predicated on close collaboration with local jurisdictions and stakeholders to improve transit through a variety of partnerships which could include: financial contribution; land uses and planning coordination; traffic operations and reliability partnerships; supportive transportation policies; and grant coordination. Kuciemba stated that questions remain about the reliance on partnerships in the draft METRO CONNECTS plan, including a better understanding of what would be required of cities and what is expected of Metro.

By 2040, Kuciemba reported that an additional \$500 million annually (in 2015 \$) would be needed to implement the operating improvements in the draft METRO CONNECTS plan. Additionally, it is estimated that Metro would invest approximately \$17 billion in year-of-expenditure dollars on capital investments between 2018 and 2040.

It is anticipated that forecasted growth with existing revenue streams of taxes, fares, grants and other funding would cover approximately 2/3 of the investments proposed in the draft METRO CONNECTS plan. An anticipated mobility gain – or redistribution of service hours -- would be created from the integration of Metro and Sound Transit services as Sound Transit's existing, planned, and proposed future investments come online. Kuciemba reported that there is interest by cities in understanding the increased reliance on transit hubs, how Metro would redistribute service hours, and ensuring that Metro is coordinating with regional transit providers, including Sound Transit, Community Transit, and Pierce Transit.

However, Metro will need to look to additional federal, state, and local funding options and partnerships to fully implement the 25-year vision. Kuciemba reported that feedback to date indicates that a better understanding is needed about how Metro intends to fund the investments being proposed in the draft METRO CONNECTS plan, including what is feasible within forecasted growth and what is visionary without new funding options.

Additional feedback that Kuciemba has heard during regional and staff briefing include:

- Support for providing additional parking capacity to attract riders and provide system access, particularly to those transit riders who live outside of the frequent service network. Questions remain about how Metro and Sound Transit are considering the integration of parking expansion and parking management policies.
- Interest in increasing alternative service funding and options, particularly when there is a lack of transit coverage or to meet the needs of local communities. However, questions remain about Metro's assumptions for size, funding and growth of alternative services.
- Interest in better understanding Metro's role with Transit Oriented Development.
- Proactive coordination with cities is critical, including seeing more detailed project information to help in their own planning efforts. Further, cities do not always have the staff resources to participate in briefings or advisory committees.

A public comment period for the draft METRO CONNECTS plan remains open through June 1, 2016 – a recent change from the original May 20 deadline. City and SCA staff requested the extension to provide cities and the public additional time to review three technical appendices (Rapid Ride, Service, and Capital) for the plan which were shared with staff from the staff Technical Advisory Committee on May 11.

Kuciemba stated that the Regional Transit Committee is expected to begin their review of the updated METRO CONNECTS plan in summer 2016, after incorporating feedback received during the public comment period concluding on June 1. King County's Transportation, Economy and Environment (TrEE) Committee and the full Council will follow with formal review and final approval of the METRO CONNECTS plan, which is anticipated in late-2016 or early-2017.

Kuciemba concluded by encouraging members to send comment letters by June 1, 2016 and recommended that copies be sent to SCA staff.

Mayor Dave Hill, Algona, speaking as the Vice Chair of the Regional Transit Committee (RTC), explained that METRO CONNECTS could be compared to a city's Comprehensive Plan. He

encouraged members to work with Metro to ensure that each city's comprehensive plan is reflected accurately in METRO CONNECTS. Hill went on to say that the METRO CONNECTS plan is a living document which will be updated on a regular basis. It is unclear where all of the funding for the long-range vision will come from so it will be important that the RTC and cities identify impacts. Hill stated that transit-orient development and integration with other transit agencies will be important. SCA members are encouraged ask him questions or express concerns about METRO CONNECTS. He concluded that Metro has been working hard to brief communities and councils about the plan – which is a very different level of interaction by Metro than even a few years ago.

Dawson reminded PIC members of the Call for Nominations for the RTC. The vacancy is from a departure by a member from Snoqualmie Valley; however the call is for all members.

Chair Mhoon stated that Metro presented to the Covington Council recently. She encouraged members to visit kcmetrovision.org to learn more about the plan or provide comments through an online survey.

Mayor Pro Tem Ross Loudonback, North Bend, questioned the impact to individual taxes if both a Metro revenue measure and ST3 were to pass. He also questioned the impact on local jurisdictions.

Council President Hank Margeson, Redmond, expressed that METRO CONNECTS is an industrious plan reflective of the comprehensive plans from local jurisdictions. However, suggested an extension of the public comment period to better address questions raised to date, such as where the revenue is expected to come from and when it will be needed. Margeson commented that the coordination with ST3 is critical. He also stated that the Metro draft service network is comparable to network that Redmond developed – a demonstration that Metro is listening to feedback and incorporating it into the long-range plan.

Deputy Mayor Sheree Wen, Medina, expressed her interest in assessing the transit investment and stated that the investment will be important for our economy. If Sound Transit and Metro can take cars off the road, we all benefit. The plan could help to distribute affordable housing throughout the County, enabling smaller cities to benefit from economic development.

Hill stated that METRO CONNECTS includes a capital element including buses, layover space, and bus bases. He reiterated the importance of cities being engaged in this process to better understand the impacts to their communities.

Mayor Rich Crispo, Newcastle, stated that Metro and Sound Transit presented to the City Council in April. He expressed concern that Metro is not doing preparing for the dramatic growth in population and jobs. He then provided an example of congestion on Coal Creek Parkway. When asked how they were planning to get drivers out of their cars to use transit, Metro staff did not have an answer. He is concerned for communities located between regional centers and the amount of pass-through traffic that cities become responsible for managing.

Margeson suggested that cities work internally and externally to identify transportation and transit needs. He stated it is particularly important that cities coordinate with neighboring jurisdictions to plan for through traffic. Dawson agreed, noting the challenges of cities in not only planning for traffic caused by their own residents, but traffic from others traveling through their cities.

Councilmember Bob Keller, Sammamish, explained that Sammamish is at a disadvantage for transit service due to geography and system access challenges. Keller expressed concerns about the potential elimination of express bus service. Regional centers such as Issaquah and Redmond will be central transit hubs; however, Sammamish residents currently cannot get to those hubs.

Mayor Bernie Talmas, Woodinville, stated that cities such as Woodinville are affected by commuters from outside of their jurisdiction who are passing through to access the transit system.

Councilmember Tola Marts, Issaquah, expressed understanding of pass through traffic concerns. He stated the State has seen extraordinary growth; however, our region is still trying to catch up to through needs placed upon the transportation network and other challenges that growth presents.

9. Mental Illness and Drug Dependency Oversight Committee (MIDD) II – Levy Planning Update

Doreen Booth, SCA Policy Analyst, provided an update on the status of the Mental Illness and Drug Dependency (MIDD) Sales Tax renewal. MIDD I, a 0.1 percent sales tax adopted by the King County Council in 2007, expires at the end of 2016. The sales tax supports a variety of programs related to chemical dependency, mental health services and therapeutic courts. Renewal planning for MIDD II began in 2015 with the passage of an ordinance by the King County Council. That ordinance required three work products, including a Retrospective Report, an examination and assessment of MIDD 1, and a review of the MIDD evaluation process. The Retrospective Report is discussed in the [May 11, 2016 PIC packet](#) (see page 72). The MIDD Oversight Committee will be taking action on this report on May 26, while the Regional Policy Committee will be briefed on the draft report at their May 25 meeting.

Booth noted the packet contains the initial draft funding and programmatic recommendations for MIDD II, the basis for the development of the Service Improvement Plan (SIP). The recommendations are organized into four overarching strategy areas echoing the continuum of behavioral health care and services: prevention and intervention, crisis diversion, recovery and reentry, and system improvement. Two additional areas funded are therapeutic courts and administration/evaluation/reserves. Booth noted a substantial amount of public outreach was undertaken to ensure the community's voice was heard in the development of MIDD II funding proposals. The SIP will be before the MIDD Oversight Committee in June and July and will be transmitted to the King County Council in September, where it will be dually referred to a council committee and the Regional Policy Committee.

10. Future Levies and Ballot Measures in King County

Katie Kuciemba, SCA Senior Policy Analyst, reported that the list of future levies and ballot measures had been updated with information from King County Elections as of May 4.

Councilmember Bill Peloza requested levy values be included. Kuciemba noted she included values where available.

11. Potential Upcoming SCA Issues

Deanna Dawson, SCA Executive Director, noted the Tacoma methanol plant issue has been removed from the list as the project has been cancelled. Members expressed interest in keeping property crime on the list of potential issues and also in adding a discussion of violent crime to the list.

Councilmember Toby Nixon, Kirkland, requested a pre-PIC workshop related to disruptive public comment. Dawson suggested a pre-PIC workshop with Jurassic Parliament and an attorney. When asked, members expressed interest in a pre-PIC media training.

Councilmember Nixon suggested adding recreational marijuana licensing and revenue to the list. Dawson added that she had reached out to Attorney General Bob Ferguson about this issue and asked other members who have marijuana licensing issues in their cities to contact her.

12. Informational Items

Chair Mhoon reported that there is one informational item in the packet regarding the King Conservation District 2015 Annual Report. Deanna Dawson, SCA Executive Director, reported that she is a member on the hiring committee for the open Executive Director position at the King Conservation District. Dawson invited members to encourage strong candidates to apply.

13. Upcoming Events

The next SCA Networking Dinner will be held on Wednesday, June 1, 2016, at 5:30 PM at the Renton Pavilion Event Center.

The next Public Issues Committee Meeting will be held on Wednesday, June 8, 2016, at 7:00 PM at Renton City Hall.

Mark your calendars for a second SCA Networking Dinner in June. This event is scheduled for June 29, 2016. Details are forthcoming.

14. For the Good of the Order

Councilmember Bill Peloza, Auburn, noted that Auburn was granted an injunction to shut down an unlicensed marijuana store. The Auburn International Farmers Market opens on June 5.

Councilmember Tola Marts, Issaquah, provided an update on Mayor Fred Butler. Mayor Butler is recovering well and is returning to the office part time in mid-May.

Councilmember Amy Ockerlander, Duvall, noted Duvall is in search of a public works director.

Councilmember Bob Keller, Sammamish, invited members to tour the newly opened Sammamish Community and Aquatic Center project developed in partnership with the YMCA.

Council President Hank Margeson, Redmond, said the Redmond and Sammamish councils have a joint meeting on May 24 to tour the new community and aquatic center and discuss common issues, including homelessness, human services and ST3.

Deanna Dawson, SCA Executive Director, noted that SCA Board leadership had a positive meeting with Seattle Mayor Ed Murray. Meeting topics included homelessness, Sound Transit, economic development, and affordable housing. The SCA Board will explore the potential for SCA convening a countywide approach to affordable housing to develop potential strategies that cities could advocate for or support. Dawson also noted Representative Joan McBride is hosting a summit on affordable housing on May 17. Council President Margeson mentioned the Regional Equitable Development Initiative (REDI) TOD Fund as a possible strategy.

Chair Marlla Mhoon thanked Ella Williams for her work at the PIC and congratulated Katie Kuciemba on her one year anniversary with SCA. She also congratulated the City of Snoqualmie for winning an [AWC Award for Excellence for their Solarize Snoqualmie program](#).

15. Adjourn

The meeting was adjourned at 8:35 PM.

Public Issues Committee Meeting May 11, 2016

City	Representative	Alternate
Algona	Dave Hill	Bill Thomas
Auburn	Nancy Backus	Bill Pelosa
Beaux Arts Village	Tom Stowe	Richard Leider
Black Diamond	Janie Edelman	Tamie Deady
Bothell	James McNeal	Tris Samberg
Burien	Nancy Tosta	Austin Bell
Carnation	Jim Berger	Dustin Green
Clyde Hill	Barre Seibert	George Martin
Covington	Marlla Mhoon	Margaret Harto
Des Moines	Melissa Musser	Robert Back
Duvall	Amy Ockerlander	Will Ibershof
Enumclaw	Mike Sando	Chance LaFleur
Federal Way	Dini Duclos	Lydia Assefa-Dawson
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	
Kenmore	David Baker	Nigel Herbig
Kent	Bill Boyce	Dana Ralph
Kirkland	Toby Nixon	Shelley Kloba
Lake Forest Park	Catherine Stanford	Tom French
Maple Valley	Erin Weaver	Bill Allison
Medina	Sheree Wen	
Mercer Island	Benson Wong	Debbie Bertlin
Milton	Susan Johnson	Debra Perry
Newcastle	Rich Crispo	Carol Simpson
Normandy Park	Michelle Sipes-Marvin	
North Bend	Ross Loudenback	Ken Hearing
Pacific	Leanne Guier	David Storaasli
Redmond	Hank Margeson	John Stilin
Renton	Ed Prince	Armondo Pavone
Sammamish	Bob Keller	Christie Malchow
SeaTac	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Keith Scully
Skykomish	Henry Sladek	
Snoqualmie	Bob Jeans	Matt Larson
Tukwila	Kate Kruller	Verna Seal
Woodinville	Bernie Talmas	Susan Boundy-Sanders
SCA Deanna Dawson Katie Kuciemba Doreen Booth Ella Williams Kristy Cole		

Voting members are highlighted in gray. Cities represented are **bolded**.

Community Conversation: Heroin and Prescription Opiate Overdose and Addiction



Heroin and opiate addiction has become a crisis throughout King County. A county and city task force has formed to address this issue and develop meaningful solutions to the problems of addiction and overdose.

We want to hear from you!

Join the conversation and voice your thoughts on:

Prevention Health services Treatment expansion

Tuesday, May 31, 2016
6:15 - 8:45 p.m.

Renton Community Center
1715 SE Maple Valley Highway
Renton, WA 98057

Register at : <https://www.eventbrite.com/e/heroin-and-prescription-opiate-taskforce-community-meeting-tickets-25305119293>



Sponsored by:
King County Heroin & Prescription Opiate Addiction Task Force





June 8, 2016
SCA PIC Meeting

Item 6:
Regional Transit Committee Appointment
Action Item

Staff Contact

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

SCA PIC Nominating Committee Representatives

Chair Hank Margeson, Redmond Council President; Leanne Guier, Mayor of Pacific; Amy Ockerlander, Duvall City Councilmember; Ed Prince, Renton Councilmember.

Potential Action

To recommend to the SCA Board of Directors that Councilmember Amy Ockerlander, Duvall, be appointed as an alternate member to the Regional Transit Committee (RTC).

Background

The PIC Nominating Committee met on May 27, 2016, to consider and recommend applicants for the vacancy on the Regional Transit Committee (RTC). The meeting minutes are included as [Attachment A](#). The PIC Nominating Committee recommends that Councilmember Amy Ockerlander, Duvall, be recommended to the SCA Board of Directors as an alternate member to the RTC.

Regional Transit Committee

The RTC reviews and makes recommendations to the King County Council on policies for public transportation services operated by King County. The committee's responsibilities include the Strategic Plan for Public Transportation, which is the blueprint for establishing guidelines for allocation of transit service throughout King County. The committee will focus its work in 2016 on Metro's Long-Range Plan, the Metro Strategic Plan Progress Report, and ongoing briefings related to alternative transit services.

SCA has eight member seats and four alternate seats on the RTC. Current SCA members are: Dave Asher, Kirkland; Bruce Bassett, Mercer Island; Dennis Higgins, Kent; Dave Hill, Algona; Kathy Hougardy, Tukwila; Kathy Huckabay, Sammamish; Ed Prince, Renton; John Wright, Lake Forest Park; and alternates are: Claude DaCorsi, Auburn; Matt Larson, Snoqualmie; Hank Margeson, Redmond; Bill Ramos, Issaquah. The current vacancy is caused by the resignation from the committee by Mayor Matt Larson, Snoqualmie.

Attachment

- A. [PIC Nominating Committee Meeting Minutes, May 27, 2016](#)



SOUND CITIES ASSOCIATION

36 Cities. A Million People. One Voice.

PIC Nominating Committee

May 27, 2016

2:00 PM

Telephonic

DRAFT MINUTES

1. Hank Margeson, 2016 Chair, called the meeting to order at 2:00 PM. Present were Chair Margeson, Leanne Guier, Ed Prince and Amy Ockerlander. Also present was SCA Executive Director Deanna Dawson.
2. Ed Prince moved, seconded by Amy Ockerlander, to approve the minutes from the April 6, 2016 meeting. The motion passed unanimously.
3. Chair Margeson asked Deanna Dawson to provide background on the vacancy. Dawson noted that Councilmember Ockerlander was supported by a vote at the Snoqualmie Valley Governments Association (SVGA) meeting on May 25, 2016 to represent the cities in the Snoqualmie Valley on the RTC. Dawson continued that the all candidates are highly qualified and should be strongly considered for next year, if not appointed at this time.

Leanne Guier moved, second by Ed Prince, to recommend that Councilmember Amy Ockerlander, Duvall, be appointed as an alternate on the Regional Transit Committee (RTC). The motion passed unanimously.

4. During for the good of the order, members discussed PIC Nominating Committee membership in 2017. Due to the fact that Chair Margeson will be rotating off the committee, a new North Caucus member will be selected by the PIC Chair in October. Members also discussed selecting a 2017 Chair for the PIC Nominating Committee.
5. The committee adjourned at 2:10 PM.



June 8, 2016
SCA PIC Meeting

Item 7:

King County Metro Long-Range Plan

DISCUSSION ITEM

SCA Staff Contact

Katie Kuciemba, Senior Policy Analyst, katie@soundcities.org, 206-433-7169

SCA Regional Transit Committee Members

SCA Caucus Chair Dave Hill, Algona Mayor; SCA Caucus Vice Chair Kathleen Huckabay, Sammamish Councilmember; Mayor Bruce Bassett, Mercer Island; Councilmember Dennis Higgins, Kent; Councilmember Dave Asher, Kirkland; Councilmember Kathy Hougardy, Tukwila; Councilmember John Wright, Lake Forest Park; Councilmember Ed Prince, Renton; Mayor Matt Larson, Snoqualmie (Alternate); Council President Hank Margeson, Redmond (Alternate); Councilmember Claude DaCorsi, Auburn (Alternate); Councilmember Bill Ramos, Issaquah (Alternate).

Discussion Item

METRO CONNECTS is a 25-year visionary plan for an integrated system that leverages regional transit investments with other existing plans, including city comprehensive plans. Public and jurisdictional comment for the draft METRO CONNECTS plan closed on June 1. The comment period was extended to allow for additional time to review three draft METRO CONNECTS plan technical appendices: Service Network, Capital Facilities, and RapidRide.

As a follow up to discussion at the May PIC meeting, SCA staff and RTC members would like to hear feedback about what Metro's role should be in helping local jurisdictions prepare for the implementation of the METRO CONNECTS long-range vision. How can partnerships between cities and transportation providers be strengthened? What would it look like to have Metro work with cities to ensure transit improvements are a good fit for each community? How could Metro's long-range planning efforts help to support local planning efforts? Feedback from the PIC discussion will be shared with SCA members of the Regional Transit Committee (RTC) in advance of their review of the updated METRO CONNECTS plan in summer 2016.

Background

For the first time since 1992, King County Metro Transit has unveiled a new draft [long-range plan](#), entitled METRO CONNECTS, which was released to the public on April 18, 2016.

Background on the draft METRO CONNECTS long-range plan can be found in the [May 11, 2016 PIC staff report](#) (page 23). PIC members were asked to provide early feedback on the draft METRO CONNECTS plan, which was subsequently shared by SCA members of the Regional Transit Committee (RTC) at their meeting on May 18.

The following feedback from the May 11 PIC discussion was shared with the RTC:

Through Traffic & Communities Outside of Centers: Concerns that the draft METRO CONNECTS plan does not adequately account for cities and communities who are located outside of King County's regional centers. Cities have expressed challenges in not only planning for traffic attributed to their own residents, but traffic from residents from other counties, cities, or areas.

Financial Assumptions: A better understanding is needed about how Metro intends to fund the investments being proposed in the draft METRO CONNECTS plan, including what is feasible within forecasted growth and what is visionary without new funding options. PIC members had questions about the impact to both individuals and cities, particularly if ST3 passes.

Proactive Coordination with Cities: As METRO CONNECTS is implemented, cities would like to see more detailed project information to help in their own planning efforts. It is important for Metro to brief and request feedback from each city individually. Cities do not always have the staff resources to participate in briefings or advisory committees; therefore, Metro should consider providing technical assistance to those jurisdictions who demonstrate a need for resources.

A number of PIC members and RTC members were encouraged by Metro's work to brief communities and city councils, while incorporating feedback received into the draft plan. Several cities commented that the draft METRO CONNECTS plan reflects local transportation or transit plans.

In addition to feedback at the May PIC meeting, the following key themes were previously captured through comments at the April 13 pre-PIC Workshop, briefings at the RTC, King County's three transportation boards, and the TAC:

- **Partnerships:** Questions about the reliance on partnerships in the draft METRO CONNECTS plan, including interest in understanding how cities can coordinate on capital projects. Interest in developing a toolkit so that partners understand the options for partnership.
- **Park-and-Rides:** Support for providing additional parking capacity to attract riders and provide system access, particularly to those transit riders who live outside of the frequent service network. Questions about how Metro and Sound Transit are considering the integration of parking expansion and parking management policies.
- **Alternative Services:** Importance of increasing alternative service funding and options, particularly when there is a lack of transit coverage or to meet the needs of local communities.
- **Integration:** Interest in understanding the increased reliance on transit hubs and ensuring that Metro is closely coordinating with regional transit providers, including Sound Transit, Community Transit, and Pierce Transit.
- **Transit-Oriented Development (TOD):** Interest in better understanding King County Metro's role with TOD, including an inventory of King County property which could be used to advance TOD opportunities. Interest in placing emphasis on affordable housing.

As a follow up to discussion at the May PIC meeting, SCA staff and RTC members would like to hear feedback about what Metro’s role should be in helping local jurisdictions prepare for the implementation of the METRO CONNECTS long-range vision. How can partnerships between cities and transportation providers be strengthened? What would it look like to have Metro work with cities to ensure transit improvements are a good fit for each community? How could Metro’s long-range planning efforts help to support local planning efforts?

METRO CONNECTS Draft Technical Appendices

On May 11, the same date as the May PIC meeting, Metro released three draft technical appendices which are largely built on information shared and discussed during the Technical Advisory Committee (TAC), which is made up of technical staff from local jurisdictions and transit agencies. Two workshops for TAC members were held on May 11 and May 16 to help familiarize jurisdictional staff to the appendices. Due to coordination with Sound Transit’s draft ST3 System Plan, there was a phased release of METRO CONNECTS materials, including the following appendices:

[Appendix A: METRO CONNECTS Service Network](#) – By 2040, the draft METRO CONNECTS plan envisions adding 70 percent more service hours than are currently provided. Because the future service network will be developed and implemented over time, a 2025 service network was also developed to illustrate the proposed interim investment.

The Service Network Appendix goes into detail demonstrating the three categories of fixed-route bus service in the 2040 service network: frequent service, including RapidRide (60% distribution); express service (18% distribution); and local, including alternative service (22% distribution). The chart below demonstrates the general characteristics of the three fixed-route service categories, as shown in Appendix A (Table A-1, page 5).

Characteristic	Service category		
	Frequent	Express	Local and alternative service
Service Frequency	- Every 10-15 minutes all day	- Every 15-30 minutes or better all day	- Every 30-60 minutes all day or as defined by the type of alternative service
Where Best Used	- Long dense corridors - Multiple trip types	- Between centers of high transit demand (urban centers)	- Low-density or hard-to-serve neighborhoods - Last mile/first mile connections
Design Characteristics	- ¼-mile to ½-mile stop spacing - Grid orientation	- Longer distance corridors - Limited stops (1-2 miles) - Direct all-day connections - Higher speed corridors	- ¼-mile to ½-mile stop spacing - Direct connections - Alternative on-demand connections
Integration with Sound Transit	- Frequent bus connections with light rail and commuter rail	- Requires planning to connect to bus from light rail and commuter rail	- Requires planning to connect to bus from light rail and commuter rail

Different levels of bus service are proposed throughout King County in varying concentrations based upon future land uses and densities, identified community needs, and future available infrastructure. A significant element of the service network is predicated on integration with existing, planned, and proposed Sound Transit Link light rail and bus rapid-transit service.

Through metrics and maps, the draft Service Network Appendix shows how Metro evaluated the performance of the 2040 service network. Based upon the goals, objectives, and strategies outlined in the [King County Metro Transit Strategic Plan](#), the performance metrics were used to evaluate the network across three broad categories: Access to Transit, Transit Connections, and Transit Use and Efficiency. The performance metrics evaluated include:

- Proximity to transit for the general population, employment, low-income population, minority population, persons age 65 and older, and persons with disabilities;
- How riders access transit (car, walking, bicycle, etc.);
- Population and jobs accessible by transit within a 30-minute transit commute;
- Total bus and train ridership;
- Percentage of trips by transit, or mode split;
- Economic efficiency measures, such as operating cost per boarding;
- Environmental efficiency; and
- Variation of transit service throughout the day.

The draft Service Network Appendix concludes by identifying the routes included in the draft 2025 and 2040 service networks and a matrix with descriptions of comparable existing routes. Final routes and their alignments would be subject to detailed planning and public outreach.

[Appendix B: METRO CONNECTS Capital Facilities](#) – With a 70 percent expansion of transit service envisioned in the draft METRO CONNECTS plan, capital investments would be needed to ensure adequate roadway facilities, storage and maintenance facilities, and passenger facilities. METRO CONNECTS envisions expanding the transit system incrementally through 2040, while collaborating with local governments. The timeline would be affected by local development, changes to the street network, and the buildout of Sound Transit’s network. Attaining the vision would require investment beyond Metro’s existing resources; Metro would continue to update financial projections, support regional solutions, and develop detailed implementation plans.

The draft Capital Facilities Appendix describes the type of needed capital facilities and outlines the locations, quantities, and costs associated with those investments. Also detailed are the cost estimating key assumptions, unit cost determination, and typical elements for each type of improvement. Capital costs are categorized in the following manner:

- Access to transit, including bicycle and pedestrian improvements and park-and-ride expansion
- Passenger facility improvements
- Transit centers and transfer points
- Bus stops and shelters
- Roadway and transit priority improvements

- Major regional corridor projects
- Expanded fleet
- New operating facilities and technology
- Partnership contributions

The draft Capital Facilities Appendix makes broad assumptions regarding partnerships for planning purposes but is not project specific, nor does it elaborate on partnership requirements. The exact partnership contribution will be determined by the financial need identified by Metro and/or jurisdictional proposed, policy considerations outlined in the [King County Metro Transit Strategic Plan](#), and the resources available.

The investments described in the draft Capital Facilities Appendix and their associated costs are intended to provide jurisdictions and stakeholders a sense of scale for the investments that could be needed to optimize transit service and an order of magnitude of their costs.

[RapidRide Expansion Plan Appendix](#) – Metro currently operates six RapidRide routes (A – F lines) which provide connections to key destinations and other parts of the transit system. All RapidRide routes share similar features including more frequent arrivals, longer service hours, and improvements to speed up travel time and increase predictability of service.

The draft RapidRide Appendix analyzes frequent corridors identified in the draft METRO CONNECTS plan for potential RapidRide routes. Candidate routes are identified as either near-term (~2025) or long-term (~2040). Measures of productivity, social equity, and geographic value were used to determine which routes should be designated for future RapidRide investment in METRO CONNECTS. Evaluation criteria also included how well potential routes connect to the proposed 2040 high capacity transit network and urban/manufacturing/activity centers; filling gaps within the existing, planned, and proposed high capacity transit network; and building strong connections to the regional and countywide transit network.

In the 2025 service network, the Appendix outlines 12 proposed new near-term RapidRide routes, in addition to the six existing routes. There are eight additional RapidRide routes proposed in the 2040 service network.

Next Steps

A public comment period for the draft METRO CONNECTS plan closed on June 1, which included an extension to provide cities and the public with additional time to review the draft METRO CONNECTS plan and draft technical appendices. At the June 8 PIC meeting, SCA staff will provide an overview of SCA-wide commonalities, concerns, or questions that emerge after reviewing letters submitted by SCA member cities. On June 15, it is anticipated that RTC members will receive a briefing on public input received during the public comment period, a timeline for approving METRO CONNECTS, and contingency planning related to Sound Transit's ST3 System Plan.

The RTC is expected to begin their review of the updated METRO CONNECTS plan in summer 2016, after King County staff have incorporated feedback received during the public comment

period. The RTC will have 120 days to review the final METRO CONNECTS plan, unless an extension is requested by members. King County's Transportation, Economy and Environment (TrEE) Committee and the full King County Council will follow with formal review and final approval of the METRO CONNECTS plan, which is anticipated in early-2017.

SCA staff will continue serving on the TAC and supporting members of the RTC in the ongoing review of the METRO CONNECTS long-range plan.



June 8, 2016
SCA PIC Meeting

Item 8:

Best Starts for Kids Levy Implementation Plan

DISCUSSION ITEM

SCA Staff Contact

Ella Williams, Policy Analyst, ella@soundcities.org, (206) 495-5238

Children and Youth Advisory Board Members

Mayor Nancy Backus, Auburn; Councilmember Jesse Salomon, Shoreline

Update

The Children and Youth Advisory Board (CYAB) was formed in January 2016 and was tasked with providing oversight and implementation planning for the Best Starts for Kids Levy. The Children and Youth Advisory Board, along with the existing Communities of Opportunity Interim Governance Group, are providing input on the Best Starts for Kids General Implementation Plan, which was transmitted to the King County Council and the Regional Policy Committee on June 1, 2016. The services outlined in the General Implementation Plan will fund prevention-oriented strategies for children and youth, families, and communities across the county. The Regional Policy Committee is scheduled to take action on the BSK General Implementation Plan on July 13, 2016.

Background

On November 3, 2015, King County voters approved Best Starts for Kids (BSK), a six-year property tax levy to fund a prevention-oriented regional plan aimed at supporting the healthy development of children and youth, families, and communities across the county. From the first year's levy proceeds, \$19 million has been set aside to fund a Youth and Family Homelessness Prevention Initiative; funds necessary to pay for election costs related to the levy are also set aside. The remaining BSK levy proceeds are to be dispersed for purposes specified in the levy ordinance as follows: 50 percent for children and youth under five; 35 percent for children and youth ages five through 24; 10 percent for continuing the "Communities of Opportunity" partnership; and 5 percent for data and evaluation.

The Executive transmitted the Youth and Family Homelessness Prevention Implementation Plan to the County Council on March 1, 2016. This item was discussed at the [April PIC meeting](#). The RPC had amended the draft plan in April to include the goal of providing 50% of funding to case management and 50% of funding to flexible financial assistance for clients. After this plan was adopted by the RPC, the King County Health, Housing and Human Services Committee amended the plan to prioritize children and youth in the juvenile justice system and children and youth who are victims of human trafficking. The HHHS Committee also amended the plan to allow King County Councilmembers to appoint up to three people to the RFP scoring committees and

to provide a six-week timeline for the Executive to transmit names of organizations and corresponding award amounts to the Council for approval. The full King County Council amended the Youth and Family Homelessness Prevention Implementation Plan to allow amendment of the plan by ordinance. The Youth and Family Homelessness Prevention Implementation Plan as amended was adopted by the full Council on May 9, 2016.

As required by [King County Ordinance 18088](#), the King County Executive transmitted a plan for BSK oversight to the King County Council on December 1, 2015. The Executive proposed a 40-member Children and Youth Advisory Board (CYAB) to oversee the bulk of the levy funds, including proceeds allocated for children and youth under five, children and youth ages five through 24, and data and evaluation. The CYAB will also provide implementation advice regarding the [Youth Action Plan](#), which was developed by a [Youth Action Plan Task Force](#) in 2015 to guide county priorities for serving infants through young adults.

The BSK Levy General Implementation Plan was transmitted to the King County Council and the Regional Policy Committee on June 1, 2016. It was developed by county staff with input from a group of stakeholders convened by the Executive, from the CYAB, and the Communities of Opportunity Interim Governance Group.

SCA President, Mayor Nancy Backus of Auburn and Shoreline City Councilmember Jesse Salomon represent SCA on the CYAB. SCA Executive Director Deanna Dawson represents SCA on the Communities of Opportunity Interim Governance group.

County staff gave a presentation on the General Implementation Plan as transmitted to the King County Council and the RPC to the SCA Best Starts for Kids (BSK) Roundtable on June 2, 2016. For more information about this presentation, see [Attachment A](#).

Central to the development of the implementation plan were two guiding principles:

1. Accountability, Transparency, and Innovation – the plan outlines the desired outcomes of the BSK Levy and draws on best practice methods to develop data-driven strategies to be accountable to partners when striving toward those outcomes, which are:
 - a. Babies are born healthy and establish a strong foundation for lifelong health and well-being;
 - b. King County is a place where everyone has equitable opportunities to progress through childhood safe and healthy, building academic and life skills to be thriving members of their communities; and
 - c. Communities are safe, welcome and healthy environments that help improve outcomes in King County’s children and families, regardless of where they live.
2. Community Engagement and Partnerships – the plan outlines continuing to engage extensively in the community as implementation moves forward. During the development of the BSK General Implementation Plan, more than 1,000 community members participated in 16 community meetings across the county. Community leaders are an integral part of the Children & Youth Advisory Board and community partners are central to the Communities of Opportunity initiative. These groups also integrate the

work of the Juvenile Justice Equity Steering Committee, whose work focuses on ending racial disparity in the juvenile justice system.

As BSK implementation moves forward, two King County policies will continue to shape the work that is being done: Equity and Social Justice, and Health and Human Services Transformation.

Based on updated figures, the BSK Levy expects to collect approximately \$400.1 million between 2016 and 2021. During this period, investments in prenatal to age 5 will be approximately \$185 million, investments in age five through age 24 will be approximately \$124.5 million, Communities of Opportunity will receive approximately \$37 million, and the remaining \$18.5 million will fund evaluation, data collection, and improving the delivery of services and programs for children and youth.

Each portion of BSK has strategy areas, and within those are specific programmatic approaches, which describe specific types of programs which may be funded to achieve the desired outcomes.

The strategy areas for prenatal through age five, known as “Invest Early,” are:

- Support parents, families and caregivers
- Screen children to prevent potential problems, intervene early and effectively link to treatment
- Cultivate caregiver knowledge, and
- Support high quality childcare (in home and centers, licensed and unlicensed)

For more information about the programmatic approaches and specific dollar-amount investments for each approach, see [Attachment B](#), pages 8-10. More detailed information about the prenatal through age five investments and strategies can be found on page 35 of the [General Implementation Plan](#).

The strategy areas for age five through age 24, known as “Sustain the Gain,” are:

- Build resiliency of youth and reduce risky behaviors
- Meet the health and behavior needs of youth
- Create healthy and safe environments for youth
- Help youth stay connected to their families and communities
- Help young adults who have had challenges successfully transition into adulthood
- Stop the school to prison pipeline

For more information about the programmatic approaches and specific dollar-amount investments for each approach, see [Attachment B](#), pages 10-11. More detailed information about the age five through age 24 investments and strategies can be found on page 55 of the [General Implementation Plan](#).

Ten percent of BSK funding will go toward the “Communities of Opportunity” initiative. This initiative aims to improve race, health, and socio-economic equity in King County and is place-based. Initial communities for investment include Rainier Valley, White Center, and SeaTac/

Tukwila. The success of this initiative will be measured by improving housing affordability and quality; improving education and economic opportunity (including living wage jobs and wealth-building opportunity); improving community safety; reducing health risk factors; and improving access to physical and behavioral health services. The overarching strategy areas for Communities of Opportunity are:

- Support priorities and strategies of place-based collaborations in communities with much to gain
- Engage multiple organizations in institutional, system and policy change work
- Foster innovations in equity through a regional learning community

For more information about the programmatic approaches and specific dollar-amount investments for each approach, see [Attachment B](#), pages 11-12. More detailed information about the Communities of Opportunity investments and strategies can be found on page 74 of the [General Implementation Plan](#).

Headline, or population-level, indicators will be used to measure BSK's achievement in each of the strategy areas. For prenatal to age five, these indicators will be:

- Babies with healthy birth outcomes as measured by infant mortality and pre-term birth rates
- Households receiving investigations for reported child abuse or neglect
- Children who are flourishing and resilient related to levels of curiosity, resilience, attachment and contentedness, and
- Children who are kindergarten ready across the domains of social/emotional, physical, language, cognitive, literacy and mathematics

The indicators for age five through age 24 will be:

- 3rd graders who are meeting reading standards
- 4th graders who are meeting math standards
- Youth who are using illegal substances
- Youth who are flourishing and resilient, as described by curiosity, resilience and self-regulation
- Youth and young adults who are in excellent or very good health
- Youth who graduate from high school on time
- Youth and young adults who are either in school or working
- High school graduates who earn a college degree or career credential

For Communities of Opportunity, indicators will be:

- Households earning a living wage, above 200 percent of poverty
- Youth and young adults who are either in school or working
- Youth who have an adult to turn to for help
- Adults engaged in civic activities
- Renters paying less than 50 percent of their income for housing
- Involuntary displacement of local residents
- Life expectancy
- Physical activity levels among youth and adults

For more information about the headline indicators, including how data will be collected and disaggregated, please see page 87 of the [General Implementation Plan](#).

SCA members will have the opportunity to provide feedback on the General Implementation Plan at the SCA PIC meeting on June 8, 2016. There will also be the opportunity to provide feedback at the RPC meeting on June 8, 2016 and to the King County Council throughout the summer as the implementation plan moves through the legislative process.

As the BSK Implementation Plan was transmitted to the King County Council and made public late in the afternoon on June 1, 2016, it is still being reviewed by staff in more detail.

Next Steps

The King County Executive transmitted the Best Starts for Kids General Implementation Plan to the King County Council and the Regional Policy Committee (RPC) on June 1, 2016. The RPC will be meeting on June 8, 2016 to review the Best Starts for Kids General Implementation Plan; there will be an additional meeting on July 13, 2016 for review and to complete action on the General Implementation Plan. Prior to adoption of a recommendation by the King County Council's standing committee to which this plan will also be referred, the RPC and the standing committee will hold a joint meeting. The full County Council is anticipated to take action on the plan in September 2016. The Children and Youth Advisory Board will continue to monitor and advise the King County Council on the Best Starts for Kids Levy implementation process.

Attachments

- A. [SCA BSK Roundtable Meeting June 2, 2016](#)
- B. [Strategy Areas, Funding Levels and Programmatic Approaches](#)

Additional Materials

[Best Starts for Kids General Implementation Plan](#)



SCA BSK Roundtable

June 2nd, 2016

4p – 6p

Renton City Hall – Council Chambers

The Road to Transmittal on June 1, 2016

- 1st Round of community conversations - Summer/Fall of 2015
- Levy Passed - November 2015
- Launch of the *Children and Youth Advisory Board & Science and Research Panel*- February 2016
- Plan Development- January 2016-May 2016
- 2nd Round of community conversations spring of 2016
- Implementation Plan Transmittal June 1, 2016

Science and Research Panel Members

Kathryn Aisenberg <i>City of Seattle, Department of Education & Early Learning</i>	Lisa Mennet <i>Cooper House</i>
Chris Blodgett <i>Washington State University, Child & Family Research Unit</i>	Patrick O'Carroll <i>US Department of Health & Human Services, Region 10 HHS</i>
Cecilia Breinbauer <i>University of Washington, Global Health/ Psychiatry & Behavioral Sciences</i>	Sara Roseberry-Lytle <i>University of Washington, Institute for Learning & Brain Sciences</i>
Eric Bruns <i>University of Washington, School Mental Health Assessment, Research and Training</i>	Sue Spieker <i>University of Washington, Catherine Barnard Center on Infant Mental Health & Development</i>
Ellen Frede <i>Gates Foundation</i>	Debra Sullivan <i>National Black Child Development Institute</i>
Judie Jerald <i>Save the Children</i>	Pooja Tandon <i>Seattle Children's Research Institute</i>
Hye-Kyung Kang <i>Seattle University, Masters of Social Work Program</i>	Eric Trupin <i>University of Washington, Department of Psychiatry</i>
Liliana Lengua <i>University of Washington, Center for Child and Family</i>	Edwina Uehara <i>University of Washington, School of Social Work</i>
Ed Marcuse <i>Retired pediatrician and professor, Seattle Children's Hospital and University of Washington</i>	Leslie Walker <i>Seattle Children's Hospital</i>

Children and Youth Advisory Board Feedback

- February 7 Orientation 1:00-3:30pm
- February 23 First Meeting 6:00-8:30pm
- March 8 6:00-8:30pm
- March 22 6:00-8:30pm
- April 19 6:00-8:30pm
- April 25 All day work session 9:00-4:30pm
- May 10 6:00-8:30pm
- May 24 6:00-8:30pm

Community Conversations – Round 2

- April 7th Highland Community Center
- April 13th Shoreline Conference Center
- April 21st Fall City Library
- April 22nd Issaquah School District
- April 27th Birch Creek Community Center
- May 3rd Vashon Island – JG Commons
- May 3rd Northgate Community Center
- May 4th New Holly Community Center
- May 9th Maple Valley Community Center
- May 16th Federal Way Council Chambers

Expected Levy Revenue

Expected Revenue (in millions)	
2016	\$59.5
2017	\$62.3
2018	\$65.1
2019	\$68.0
2020	\$71.1
2021	\$74.2
2016-2021 TOTAL:	\$400.1

BSK Funding Allocations

BSK FUNDING ALLOCATIONS

- **Invest Early.** Fifty percent will be invested in promotion, prevention and early intervention programs for children under age five, and pregnant women.
- **Sustain the Gain.** Thirty-five percent will be invested in promotion, prevention and early intervention programs for children and youth age five through 24.
- **Communities Matter.** Ten percent will be invested in strategies to create safe and healthy communities, such as increasing access to healthy, affordable food and expanding economic opportunities and access to affordable housing. This strategy will sustain and expand the partnership between King County and The Seattle Foundation on Communities of Opportunity.
- **Outcomes-Focused and Data-Driven.** Five percent will support evaluation, data collection, and improving the delivery of services and programs for children and youth.

Expenditures Overview

The table below shows how the allocations described on the previous slide tie, at a high level, to the funding levels contained in the following slides.

Expenditures		Levy Total (2016-2021)	
Eligible expenditures out of the first year's levy proceeds (Ord. 18088, Section 5.A)			
	Youth and Family Homelessness Prevention Initiative	\$19,000,000	
	Election Costs	\$117,000	
	SUBTOTAL:	\$19,117,000	
Eligible expenditures allocated by percentage (Ord. 18088, Section 5.C)			
	Invest Early (Prenatal to 5 Years)	\$184,977,000	50%
	Sustain the Gain (5-24 Years)	\$129,483,000	35%
	Communities of Opportunity	\$36,996,000	10%
	Evaluation, Improvement, and Accountability Of this amount, \$1,000,000 is reserved for eligible services provided by prorationed fire and parks districts	\$18,498,000	5%
	SUBTOTAL:	\$369,954,000	100%
Levy Reserves (60 days of expenditures)		\$11,000,000	
TOTAL USE OF LEVY PROCEEDS:		\$400,071,000	

Pre – 5 Programmatic approaches	Five Year Average (excludes 2016)	Total for the levy
Innovation Fund for programs driven by specific community interests/needs	\$1,560,000	\$8,162,000
Home-Based Services , including investments such as: <ul style="list-style-type: none"> • Home visiting (NFP about \$800K), PCHP & other evidence-based programs • Community-based programs and innovative approaches 	\$9,230,000	\$46,645,000
Community-Based Parenting Supports Parent/Peer Supports	\$2,360,000	\$11,881,000
Information for Parents/Caregivers on Healthy Development	\$600,000	\$3,009,000
Child Care Health Consultation	\$2,230,000	\$11,264,000

Pre – 5 Programmatic approaches	Five Year Average (excludes 2016)	Total for the levy
<p>Direct Services and System Building to Assure Healthy Development, including investments such as:</p> <ul style="list-style-type: none"> • Developmental screenings for all very young children (\$2.1M) • Early intervention services (3.9M) • System building for infant/early childhood mental health (1.3M) 	\$7,310,000	\$37,328,000
Workforce Development	\$1,440,000	7,349,000
Help Me Grow Framework - Caregiver Referral System	\$1,490,000	\$7,894,345
Investment in Public Health’s Maternal/Child Health Services	\$9,590,000	\$51,444,655
TOTAL		\$184,977,000

5 – 24 Programmatic approaches

	Five Year Average (excludes 2016)	Total for the levy
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Build Resiliency of Youth and Reduce Risky Behaviors, including investments such as:

	\$11,400,000	\$58,155,000
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- Trauma-informed schools and organizations (\$3.7M)
- Restorative Justice Practices (\$1.5M)
- Healthy relationships and domestic violence prevention for youth (\$1M)
- Quality out-of-school time programs (\$4M)
- Youth leadership and engagement opportunities (\$1M)

Help Youth Stay Connected to Families and Communities, including investments such as:

	\$2,950,000	\$14,975,000
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- Mentoring (\$1.5M)
- Family engagement and support (\$1.3M)

Meet the Health and Behavior Needs of Youth, including investments such as:

	\$5,220,000	\$26,492,000
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- Positive identity development (\$500K)
- School-based health centers (\$1.5M)
- Healthy and safe environments (\$1M)
- Screening and early intervention for mental health and substance abuse (\$2.1M)

5 – 24 Programmatic approaches	Five Year Average (excludes 2016)	Total for the levy
<p>Helping Young Adults Who Have Had Challenges Successfully Transition into Adulthood, including investments such as:</p> <ul style="list-style-type: none"> • Supporting youth to stay in-school • Supporting Opportunity Youth to re-engage 	\$1,480,000	\$7,480,000
<p>Stop the School to Prison Pipeline, including investments such as:</p> <ul style="list-style-type: none"> • Prevention/Intervention/Reentry (\$1.4M) • Youth and Young Adult Employment (\$2.1M) • Theft 3 and Mall Safety Pilot Project (\$700K) 	\$4,380,000	\$22,381,000
TOTAL		\$129,483,000

Evaluation and Measurement

The Implementation plan contains the framework for evaluation. A more specific evaluation plan will be written and submitted for Council review in July 2017. The elements of this framework are:

- **Headline indicator:** BSK will *contribute* to improving headline (population) indicators (for example, on-time high school graduation), not be solely responsible for them
- **Population-Level Evaluation:** Compare population-level indicators over time, and by demographic characteristics such as age, gender, race, place and income
- **Strategy Area and Program-Level Evaluation:** Strategy areas may also include evaluations to learn what impact was experienced by individuals
- **Performance measures** How individuals are directly served by the program.
- **Measuring Policy, Systems and Environmental Change:** Details policy and system impacts, and lessons learned, about implementation of overall strategies
- **More Extensive Evaluation:** Continuum of evaluation strategies that range from verifying that something happened, to comparing intervention results with a statistically valid control group

Reporting

The following reports and information dissemination methods are anticipated for the levy.

- **First Report to Council.** By the end of year one, the Executive will submit to the King County Council the first annual report.
- **Annual Performance Evaluation Reports.** Performance Evaluation Reports will be drafted and submitted to the Council annually, with the first report using data from calendar year 2017 and submitted by July 2018.
- **Dashboards.** Evaluation staff will develop dashboards that reflect key indicators of population results that communicate results quickly and visually. These dashboards will be web-based and accessible to stakeholders and the community.
- **Progress Reports.** Narrative mid-term progress reports will also be submitted during the first two years of the levy and may be continued as needed.
- **Other Products.** The data and evaluation team will work with the communications team and community partners to identify other meaningful products for stakeholders, such as success stories, infographics, and technical assistance related to data or evaluation findings for stakeholder presentations will also be considered.

Next Steps

- Plan transmitted to Council on June 1st
- RPC
 - June 8th – RPC briefing
 - Mid-July – Anticipated action taken
- Council Deliberation throughout summer, aiming towards approval in September 2016
- First RFP's end of 2016 with funds to community beginning in early 2017

The table below shows how the allocations described on the previous page tie, at a high level, to the funding levels contained in the rest of the document.

Expenditures	Levy Total (2016-2021)	
Eligible expenditures out of the first year's levy proceeds (Ord. 18088, Section 5.A)		
Youth and Family Homelessness Prevention Initiative	\$19,000,000	
Election Costs	\$117,000	
SUBTOTAL:	\$19,117,000	
Eligible expenditures allocated by percentage (Ord. 18088, Section 5.C)		
Invest Early (Prenatal to 5 Years)	\$184,977,000	50%
Sustain the Gain (5-24 Years)	\$129,483,000	35%
Communities of Opportunity	\$36,996,000	10%
Evaluation, Improvement, and Accountability <i>Of this amount, \$1,000,000 is reserved for eligible services provided by prorated fire and parks districts</i>	\$18,498,000	5%
SUBTOTAL:	\$369,954,000	100%
Levy Reserves (60 days of expenditures)	\$11,000,000	
TOTAL USE OF LEVY PROCEEDS:		\$400,071,000

STRATEGY AREAS, FUNDING LEVELS AND PROGRAMMATIC APPROACHES

The charts below summarize the overarching BSK strategy areas for each of the funding allocation categories above, and projected funding levels and implementation approaches. The funding levels meet the mandated percent allocations for the levy once the expenditure reserves (which are not shown in the tables below) required by County financial policies are included.

Invest Early

These are the overarching strategy areas for BSK investments in Prenatal – 5 Years:

BSK STRATEGY AREAS – Invest Early (Prenatal – 5 Years)	
Support parents, families and caregivers	Screen children to prevent potential problems, intervene early and effectively link to treatment
Cultivate caregiver knowledge	Support high quality childcare (in home and in centers, licensed and unlicensed)

The chart below provides an overview of funding levels and programmatic approaches that support the Invest Early strategy areas, and which we believe will lead to the BSK results:

Invest Early (Prenatal – 5 Years)		
Estimated funding levels		Programmatic approaches
2016	2017-2021 average	
\$350,000	\$1,560,000	Innovation Fund for programs driven by specific community interests/needs
\$497,000	\$9,230,000	Home-Based Services, including investments such as: <ul style="list-style-type: none"> • Home visiting • Community-based programs and innovative approaches
\$95,000	\$2,360,000	Community-Based Parenting Supports, including investments such as: <ul style="list-style-type: none"> • Prenatal and breastfeeding support • Injury prevention • Oral health • Healthy vision • Immunization education • Environmental health, including lead, toxins and asthma Parent/Peer Supports, including investments such as: <ul style="list-style-type: none"> • Play & Learn Groups • Community-based groups based on community interest and need
\$0	\$600,000	Information for Parents/Caregivers on Healthy Development, including investments such as: <ul style="list-style-type: none"> • Expanding access to VROOM • Other research-based brain development initiatives
\$93,000	\$2,230,000	Child Care Health Consultation, including investments such as: <ul style="list-style-type: none"> • Onsite support to licensed child care providers – family child care homes and child care centers – to promote children’s health and development, and assure healthy and safe care environments • Community-based trainings on child health and safety
\$795,000	\$7,310,000	Direct Services and System Building to Assure Healthy Development, including investments such as: <ul style="list-style-type: none"> • Developmental screenings for all very young children • Early intervention services • System building for infant/early childhood mental health
\$126,000	\$1,440,000	Workforce Development, including investments such as: <ul style="list-style-type: none"> • Training and information for medical providers, child care and home-based services on multiple topics that promote healthy early childhood development
\$3,481,000	\$9,590,000	Investment in Public Health’s Maternal/Child Health Services

\$449,000	\$1,490,000	Help Me Grow Framework-Caregiver Referral System
Invest Early (Prenatal – 5 Years) Totals:		
\$5,886,000	\$35,818,200	Total over the life of the levy (2016-2021): \$184,977,000 (50% of total expenditures, excepting year-one set-asides)

Sustain the Gain

These are the overarching strategy areas for BSK investments in 5 - 24 Years:

BSK STRATEGY AREAS – Sustain the Gain (5 – 24 Years)		
Build resiliency of youth, and reduce risky behaviors	Meet the health and behavior needs of youth	Create healthy and safe environments for youth
Help youth stay connected to their families and communities	Help young adults who have had challenges successfully transition into adulthood	Stop the school to prison pipeline

The chart below provides an overview of funding levels and programmatic approaches that support the Sustain the Gain strategy areas, and which we believe will lead to the BSK results:

Sustain the Gain (5 - 24 Years)		
Funding levels		Programmatic approaches
2016	2017-2021 average	
\$1,121,000	\$11,400,000	Build Resiliency of Youth and Reduce Risky Behaviors, including investments such as: <ul style="list-style-type: none"> • Trauma-informed schools and organizations • Restorative justice practices • Healthy relationships and domestic violence prevention for youth • Quality out-of-school time programs • Youth leadership and engagement opportunities
\$219,000	\$2,950,000	Help Youth Stay Connected to Families and Communities, including investments such as: <ul style="list-style-type: none"> • Mentoring • Family engagement and support
\$385,000	\$5,220,000	Meet the Health and Behavior Needs of Youth, including investments such as: <ul style="list-style-type: none"> • Positive identity development • School-based health centers • Healthy and safe environments

		<ul style="list-style-type: none"> Screening and early intervention for mental health and substance abuse
\$100,000	\$1,480,000	Helping Young Adults Who Have Had Challenges Successfully Transition into Adulthood, including investments such as: <ul style="list-style-type: none"> Supporting youth to stay in-school Supporting Opportunity Youth to re-engage
\$500,000	\$4,380,000	Stop the School to Prison Pipeline, including investments such as: <ul style="list-style-type: none"> Prevention/Intervention/Reentry Youth and Young Adult Employment Theft 3 and Mall Safety Pilot Project
Sustain the Gain (5-24 Years) Totals:		
\$2,325,000	\$25,431,600	Total over the life of the levy (2016-2021): \$129,483,000 (35% of total expenditures, excepting year-one set-asides)

Communities of Opportunity

These are the overarching strategy areas for BSK investments in Communities of Opportunity (COO):

BSK STRATEGY AREA – Communities of Opportunity		
<p>Support priorities and strategies of place-based collaborations in communities with much to gain</p>	<p>Engage multiple organizations in institutional, system and policy change work</p>	<p>Foster innovations in equity through a regional learning community</p>

The chart below provides an overview of funding levels and programmatic approaches that support the Communities of Opportunity (COO) strategy areas, and which we believe will lead to the BSK results:

Communities of Opportunity		
Funding levels		Programmatic approaches
2016	2017-2021 average	
\$489,000	\$7,300,000	Geographic or cultural community-based investments: <ul style="list-style-type: none"> In current sites To expand geographic or cultural communities participating with COO To implement common strategies and system level solutions for all COO partners
		Investments in Community Organizations and Intermediaries to Work on Institutional, System and Policy Change

		Learning Community Investments <ul style="list-style-type: none"> • Infrastructure that will unite work in common
Communities of Opportunity Totals: Total over the life of the levy (2016-2021): \$36,996,000 (10% of total expenditures, excepting year-one set-asides)		

HEADLINE INDICATORS

BSK strategies will contribute toward progress in a set of headline indicators. The headline indicators are aspirational measures that help quantify BSK's three overarching results, and will be used to align partners and investment strategies. The headline indicators were vetted with the Children and Youth Advisory Board and other experts and community partners.

Headline indicators are about an entire population, (for example, young adults in King County) and are impacted by factors outside of BSK investments. Through a Results Based Accountability framework³, we have defined how BSK will contribute to improving headline indicators. These headline indicators will be measured and reported annually.

The charts below list the headline indicators for each of the three BSK results. A full explanation of the technical definitions and a list of example secondary, supporting indicators are included in Appendix 1.

HEADLINE INDICATORS – Invest Early (Prenatal – 5 Years)
• Babies with healthy birth outcomes as measured by infant mortality and pre-term birth rates
• Households receiving investigations for reported child abuse or neglect
• Children who are flourishing and resilient related to levels of curiosity, resilience, attachment and contentedness
• Children who are kindergarten ready across the domains of social/emotional, physical, language, cognitive, literacy and mathematics

HEADLINE INDICATORS – Sustain the Gain (5 – 24 Years)
• 3 rd graders who are meeting reading standards
• 4 th graders who are meeting math standards
• Youth who are using illegal substances
• Youth who are flourishing and resilient, as described by curiosity, resilience and self-regulation
• Youth and young adults who are in excellent or very good health



June 8, 2016
SCA PIC Meeting

Item 9:

Solid Waste Rate Proposal 2017-2018

DISCUSSION ITEM

SCA Staff Contact

Doreen Booth, Policy Analyst, Doreen@soundcities.org, 206-495-3525

SCA Solid Waste Advisory Committee Members (SWAC)

Kenmore Mayor David Baker, Auburn Deputy Mayor Largo Wales

Discussion

The King County Solid Waste Division (SWD) has proposed an increase in the solid waste rate that would result in about a \$1.06 per month increase for single-family residential customers. The increase includes funding for projects important to cities, including implementation of a Demand Management Pilot Project to determine if such a project adequately mitigates the impacts of not constructing a northeast transfer station, and projects and programs designed to improve customer service and capacity and efficiencies at transfer stations and at the Cedar Hills Landfill. The June discussion comes in advance of transmittal of the King County Executive's rate proposal to the County Council. The County Council is anticipated to take action on the rate in late summer.

Background

Both the Solid Waste Advisory Committee (SWAC) and the Metropolitan Solid Waste Management Advisory Committee (MSWMAC) have had briefings on the proposed solid waste rate. [Attachment A](#) provides a summary of the Proposed Solid Waste Disposal Fees for 2017 and 2018. MSWMAC members asked for more information, including a request for additional information about staffing levels, details of what makes up the proposed rate and more detailed information about the Demand Management Pilot Project. Also, some MSWMAC members noted a smaller increase every two years was preferable to a larger increase less frequently. MSWMAC is expected to get those responses and have an additional discussion on June 10, 2016, after the date of the next PIC meeting.

SCA's SWAC members have expressed support for the rate increase at it relates to the implementation of the Demand Management Pilot Project, and for implementing projects and programs to increase customer service and division efficiencies.

The purpose of the Demand Management Pilot Project is to test strategies intended to mitigate impacts of not constructing a Northeast Transfer Station, including extending transfer station hours, implementing peak pricing, providing staff to speed movement through transfer stations, providing additional on-site directional signage and providing real time transfer station wait times both on-line and on-site. While the SWD proposed implementing the demand management strategies in north/northeast King County, the MSWMAC recommended

expanding the scope to all of the six urban transfer stations across King County. Such expansion of the Pilot Project would take into consideration the interconnectedness of the transfer station system, equity considerations, and would allow the impacts of demand management strategies to be assessed system-wide.

Projects to improve customer service and transfer station efficiencies include the use and management of flexible floors that have multiple uses at new transfer stations.

Solid Waste Rate Components

The solid waste rate has four components: waste transfer and transport, waste disposal, recycling, and support services:

Waste transfer and transport includes costs for operations at eight transfer stations (Enumclaw, Renton, Algona, Bow Lake, Factoria, Houghton, Shoreline and Vashon Island), two drop boxes (Skykomish and North Bend area), debt for new transfer stations (Factoria and Bow Lake), and transportation costs for hauling waste from transfer stations and drop boxes to the Cedar Hills Landfill.

Additional costs for 2017-2018 planned for in the rate proposal are for replacement of capital and operating equipment; and for debt service payments, including bond issuances, to complete the Factoria Station and undertake development of a new South County Station. New services/programs include those related to requiring recycling facilities for self-haulers at transfer stations and staffing flexible transfer station floors. Demand Management Pilot Project costs are also included in this component of the rate.

Waste disposal includes costs for operations and improvements at the Cedar Hills Landfill, Cedar Hills Landfill rent payments, funding the Cedar Hills Landfill Reserve Fund and funding post-closure maintenance costs for seven closed landfills.

Additional costs planned for 2017-2018 relate to equipment needs, maintaining closed landfills and fortifying the Landfill Reserve Fund, which has been depleted due to higher than anticipated costs to develop "Area 8" of the landfill, where existing waste is being removed, stormwater ponds are being relocated, and underutilized space is being converted into capacity to extend the life of the Cedar Hills Landfill.

Recycling includes the cost of providing recycling programs such as the Green Building and Food Too Good to Waste efforts as well as recycling efforts at transfer stations and rural recycling drop boxes.

Support services are the SWD's costs of administration, including central costs for human resources, accounting and financial services, building rent and maintenance, and system-wide planning.

In order to fund all of these programs and projects, the SWD is recommending an increase in the solid waste rate, or tipping fee, of \$19.83 per ton. The current per ton rate has remained stable at \$120.17 since 2013; the SWD is proposing a \$140 per ton rate for 2017 and 2018.

Next Steps

Members on the SWAC and MSWMAC were briefed on the 2017-2018 rate proposal in May. City representatives on MSWMAC will be discussing the proposed rate at their June 10 meeting. The proposed rate will be sent to the King County Executive after the June MSWMAC meeting. Thereafter, the King County Executive will transmit a proposed rate to the King County Council by the end of June. The King County Council will consider the rate this summer (in advance of its 2017-2018 budget deliberations) to allow time for the state-mandated 90 day notice of the January 1, 2017 rate increase.

Attachment

- A. [Preliminary Draft: Summary of Proposed Solid Waste Disposal Fees for 2017 and 2018](#)

PRELIMINARY DRAFT May 24, 2016

Summary of Proposed Solid Waste Disposal Fees for 2017 and 2018

Executive Summary

The King County Solid Waste Division (division) is proposing an increase in its basic rate (tipping fee) from \$120.17 to \$140 per ton for 2017 and 2018. Other King County solid waste rates and fees are unchanged except for the regional direct rate and special waste fees, which are set as a percent of the basic rate. The systemwide average effect on single-family curbside customers would be about \$1.06 cents per month, representing a five percent increase on a \$20 monthly bill.

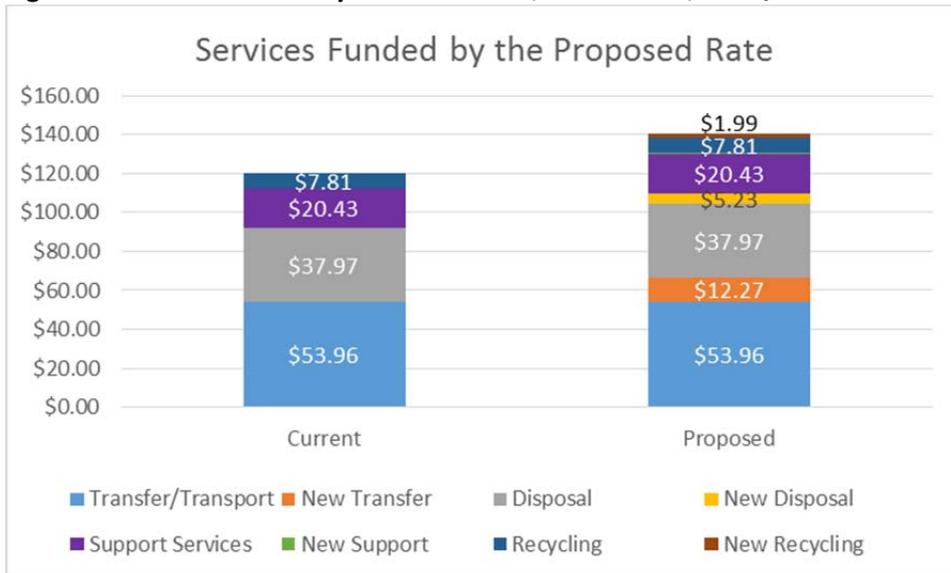
The current rate was adopted for 2013-2014, with an increase scheduled for 2015-2016. Despite the lasting effects of the recession on services, the division pursued efficiencies and refocused priorities to make the two-year rate last four years. Had rates increased as planned in 2015, customers would have paid \$22 million more than they have in 2015 and 2016. However, a rate increase can no longer be deferred if the division is to sustain current services, reinforce service reliability, and keep up with a rapidly changing industry.

The new rate will primarily fund the increased cost of current services including waste transfer and disposal, implementing innovative waste prevention and recycling programs, conducting system-wide planning in conjunction with partner cities, and paying for fundamental support services, such as human resources and finance. It also repays debt for construction of previously approved new transfer stations at Factoria and South County (Figures 1, 2 and 3). New spending is proposed to:

- **Reinforce reliable service delivery** by upgrading the transfer station cashiering system, improving wastewater systems at Cedar Hills to ensure regulatory compliance, adding recycling requirements for transfer station self-haulers, committing to new development to extend the life of Cedar Hills, and taking action to implement the Equity and Social Justice, the King County Strategic Plan, and the Strategic Climate Action Plan initiatives.
- **Conduct a demand management pilot project** in 2018 to test whether changes to services, hours, and prices at existing transfer stations can meet customer needs while avoiding capital investments for new recycling and transfer stations.

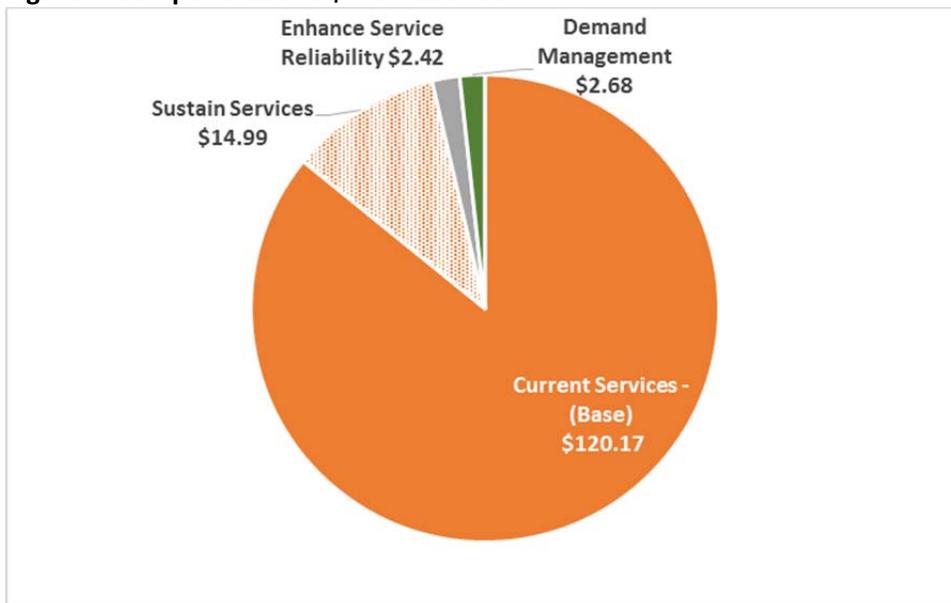
The proposed 2017-2018 basic fee of \$140 per ton is the same as projected for 2017 in the last rate proposal (Figure 4). It is also in line with rates for comparable solid waste providers in the region – lower than Pierce County, but higher than Snohomish County (Table 1).

Figure 1: Services Funded by the Basic Fee: \$120.17 and \$140 1/



1/ New Support is \$0.47 per ton

Figure 2: Components of a \$140 Basic Fee



1/ may not add to \$140 due to rounding error

Figure 3: Components of the Increase from \$120.17 to \$140 per ton

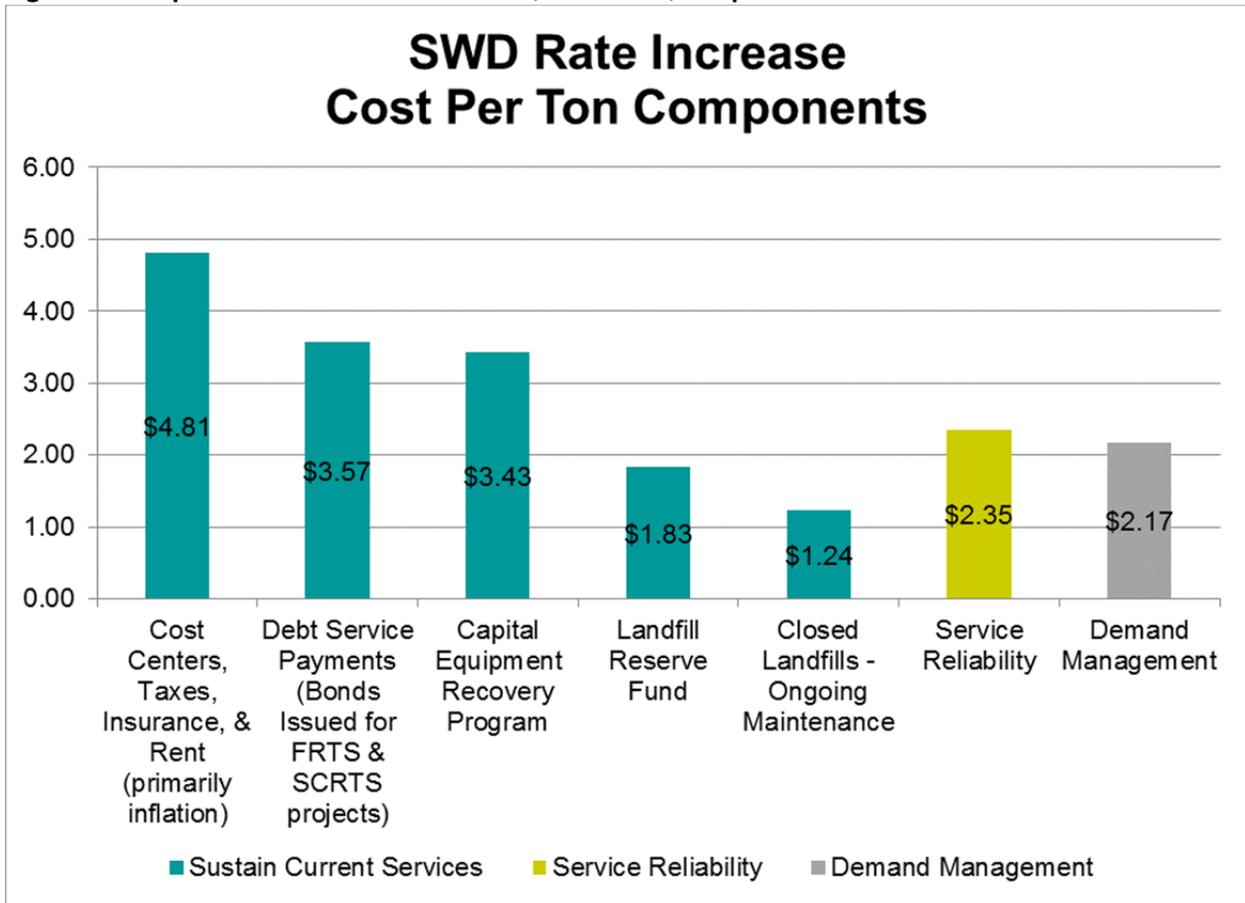
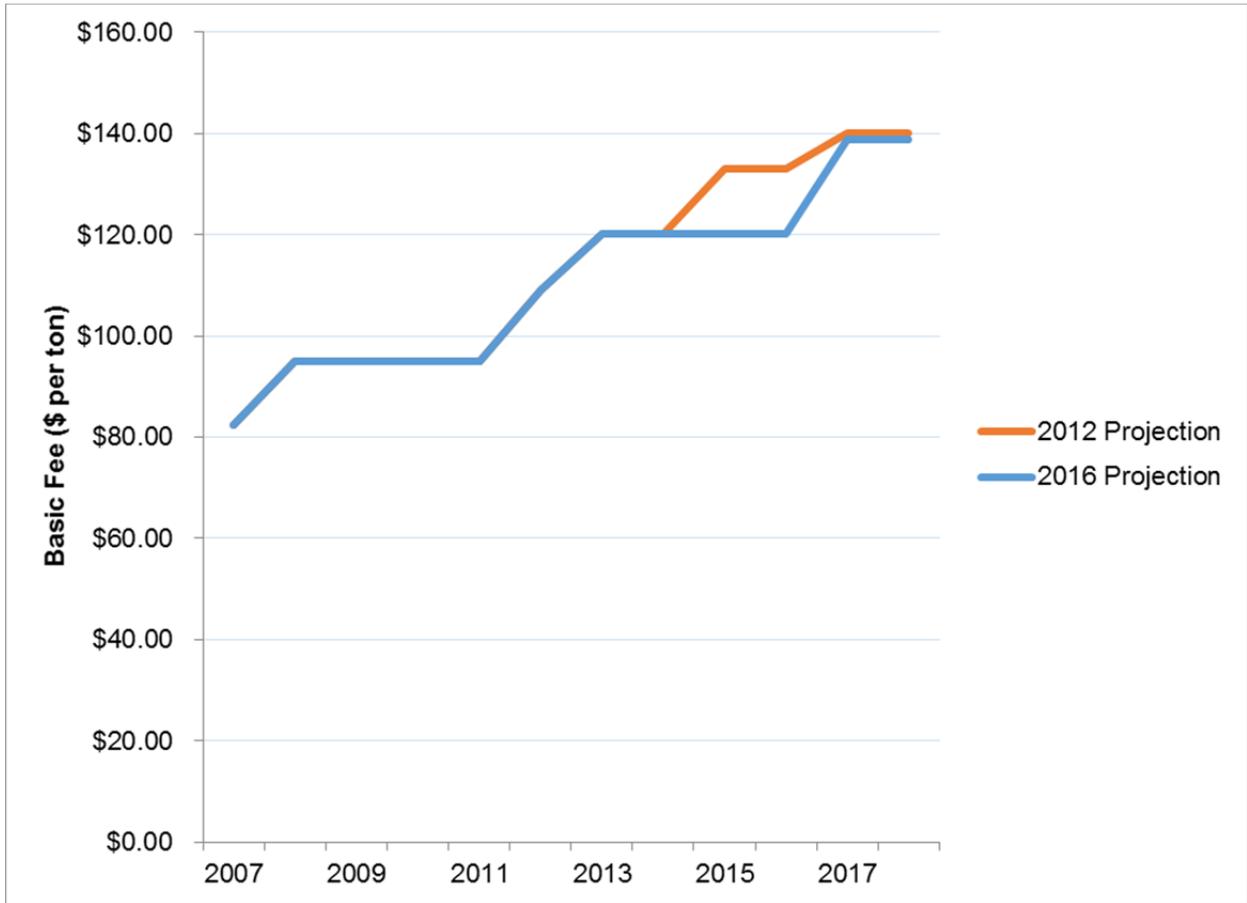


Table 1: Proposed King County 2017-2018 Solid Waste Rates Compared to Peer Jurisdictions

	Basic Fee 1/
Clark County	\$87.56
King County	\$140.00
Pierce County	\$145.84
Seattle City	\$145.00
Snohomish County	\$105.00
Spokane County (includes city)	\$101.00
Thurston County	\$119.00

1/ Fees are effective or, for King County, proposed as of April 2016.

Figure 4: 2017-2018 rate proposal compared to 2013-2014 rate proposal projections





June 8, 2016
SCA PIC Meeting

Item 10:
Future Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Katie Kuciemba, SCA Senior Policy Analyst, Katie@soundcities.org, 206-433-7169

Update

Members will have an opportunity to update the PIC in regards to upcoming future ballot measures.

Background

The purpose of this item is to provide information for SCA member cities on upcoming ballot measures. This item will be an ongoing, monthly item on the PIC agenda.

Potential Future Ballot Measures – SCA Cities

Year	Month	Jurisdiction	Measure
2016	August	Normandy Park	Property Tax Levy for Basic Services
2016	November	Duvall	Ballfields, police & technology Levy
2016	November	Duvall	Fireworks Referendum
2016	November	Shoreline	General Operating Levy (renewal)
2016	November	Kenmore	Walkways & Waterways Bond Measure
2016		Bothell	Fireworks Ballot Measure
2016		Bothell	Public Safety Ballot Measure(s): streets, sidewalks, fire department maintenance and operations, and fire station improvements

Potential Future Ballot Measures – Other Cities

Year	Month	Jurisdiction	Measure
2016	August	Seattle	Low-income Housing Levy (renewal)
2018		Seattle	Families and Education Levy (renewal)
2019		Seattle	Library Levy (renewal)
2019		Seattle	Transportation Levy (renewal)

Potential Future Ballot Measures – Countywide

Year	Month	Jurisdiction	Measure
2016	November	Sound Transit	Sound Transit 3 (ST3)
2017		King County	Veterans and Human Services Levy (renewal)
2017		King County	Cultural Access/Affordable Housing/Mental Health
2018		King County	AFIS Levy (renewal)
2019		King County	Medic One
2019		King County	Regional Parks

Potential Future Ballot Measures – Special Purpose District

Year	Month	Measure
2016	August	Burien/Normandy Park Fire Department (District #2) LID Lift
2016		King County Fire District #20 Excess Levy
2016		Highline School District Bond
2018		Shoreline School District Operations Levy
2018		Shoreline School District Capital Levy

Next Steps

SCA staff will update this document on a regular basis. Please share this information with your city, and provide information on upcoming elections in your city to Katie Kuciemba, SCA Senior Policy Analyst, at Katie@soundcities.org.



June 8, 2016
SCA PIC Meeting

Item 11:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact

Deanna Dawson, SCA Executive Director, deanna@soundcities.org, (206) 433-7170

Update

This is an ongoing, monthly PIC item noting items that SCA members have asked to be brought to PIC.

Potential Issues

- PSRC Economic Development District Board (EDDB)
 - The EDDB will be updating the Regional Economic Strategy in 2016
- City Human Services Funding
 - SCA staff will be collecting data from cities and will return to PIC for discussion
- Regional response to increase in property crime rates
 - Identified at November 2015 PIC meeting and December 17, 2015 North and Snoqualmie Valley Caucus meeting
 - Violent crime and/or gun violence was identified as a potential issue at the May 11, 2016 PIC meeting
- King County Bridges and Roads
 - The Bridges and Roads Task Force concluded their work in January 2016 with final recommendations that were presented to Executive Constantine
 - This item was discussed by the SCA Board at their retreat in January 2016. The Board proposed and the County Executive has agreed that any follow up discussions on this topic must be more inclusive of city representation, and should begin in summer 2016

If you or your city have additional items to be added to this list, please contact Deanna Dawson, deanna@soundcities.org.



June 8, 2016
SCA PIC Meeting

Item 12a:

Automated Fingerprint Information System

INFORMATIONAL ITEM

SCA Staff Contact

Doreen Booth, Policy Analyst, Doreen@soundcities.org, 206-495-3525

SCA AFIS Member

Bob Harrison, Issaquah City Administrator

Information Item

The King County Regional 2015 AFIS Annual Report provides an overview of the work of AFIS and highlights operational efficiencies and the implementation of new technologies.

Background

The Automated Fingerprint Identification System (AFIS) is a searchable database of finger and palm prints used to verify people's identities and crime scene prints. AFIS is a countywide levy-funded program that provides funding for all aspects of the AFIS program, including staff, project administration, project management and fingerprint equipment and technology. First approved by King County voters in 1986, the AFIS levy has been renewed five times, with the current six year levy running through 2018.

2015 Annual Report Highlights

The [King County Regional 2015 AFIS Annual Report](#) highlights 2015 revenues and expenditures and AFIS program highlights.

AFIS projects in 2015 included a pilot project testing the feasibility of a dedicated field processing unit. The project focused on processing property crimes in South King County. Under the pilot project, AFIS staff responded to 1,056 crime scenes compared to 298 in 2014, shortening the response times by 80% and increasing the number of recovered and searchable prints. In 2016, the pilot will be evaluated for expansion.

Mobile ID, a process that pairs handheld fingerprint capture devices with software that allows officers in the field to quickly confirm a person's identity and make critical decisions, was implemented in 2015. Over 200 devices were issued with more than 850 deputies / officers trained in their usage.

Information on additional projects, including a status of the new processing lab, can be found in the [2015 AFIS Annual Report](#).



June 8, 2016
SCA PIC Meeting

Item 12b:

Sound Transit's ST3 System Plan

INFORMATIONAL ITEM

SCA Staff Contact

Katie Kuciemba, SCA Senior Policy Analyst, katie@soundcities.org, 206-433-7169

SCA Members serving on the Sound Transit Board of Directors

Mayor Nancy Backus, Auburn; Mayor Fred Butler, Issaquah; Mayor John Marchione, Redmond

Informational Item

The Sound Transit Board of Directors adopted changes to the Sound Transit 3 (ST3) Draft Plan on June 2, 2016, with emphasis on completing light rail extensions sooner than originally proposed. Sound Transit staff has been directed to prepare an updated ST3 System Plan and appendices consistent with plan changes approved by the Sound Transit Board on June 2. It is anticipated that the Sound Transit Board will approve the ST3 System Plan on June 23, enabling the \$54 billion transit package to be put on the November 2016 ballot. This memo provides an overview of ST3 System Plan advancements since the adoption of the policy position in May, including proposed changes to the system plan and an updated financial plan.

Background

Members of the PIC have discussed the draft ST3 System Plan extensively at the [March 9 PIC meeting](#) and the [April 13 PIC meeting](#). At the [May 11 PIC meeting](#), members recommended approval of an ST3 System Plan policy position to the SCA Board of Directors. On May 18, 2016, the SCA Board voted to adopt the following policy position:

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- *A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.*
- *A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.*
- *Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes additional park and rides and other parking options.*

- *Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.*
- *Partnership with local jurisdictions to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.*
- *A commitment to working with local jurisdictions to assess ongoing improvements to access.*

Since the May 11 PIC meeting, the Sound Transit Board of Directors has received a summary of public comment related to the [Sound Transit Draft ST3 System Plan](#). Public input received included: 34,706 responses from an online survey, approximately 1,250 people attended seven open houses, and Sound Transit presented to more than 50 local jurisdictions and organizations. The agency received a total of 2,320 written comments from individuals and more than 90 letters from jurisdictions and organizations. A summary of public involvement and comments can be found [here](#).

In response to public and jurisdictional comments, the Sound Transit Board approved changes to the draft ST3 System Plan at a June 2 Board Workshop. The changes to the draft ST3 System Plan were originally proposed by Sound Transit Board Members at their May 26 meeting. Under the approved changes, the proposed ST3 System Plan would build 62 miles of new light rail, with 37 additional stations, for a light rail system extending 116 miles in the Puget Sound region in 2041. Of interest to SCA members, new projects or refinements to the program include: extension of the Issaquah to Bellevue light rail alignment to the South Kirkland park-and-ride; additional investments and refinements on the I-405 Bus Rapid Transit corridor, including new facilities in Kirkland and Renton that would be among the first-completed projects; a new park-and-ride in north Sammamish; and expanded Sounder commuter rail capital investments in South King County.

Additionally, the Sound Transit Board responded to public comment for faster delivery of the proposed ST3 System Plan by approving a timeline that would speed up most of the light rail extensions by two to five years. The approved changes add stations at Boeing Access Road in Tukwila, Graham Street in Seattle, and 130th Street in Seattle by 2031. Extensions to downtown Redmond and Federal Way would be completed four years sooner, while the Ballard, West Seattle, and Tacoma extensions would open three years sooner. Light rail to Everett via Paine Field would open five years earlier than previously proposed. During the delivery of projects, the agency would work with partners to further improve timelines where feasible.

The improved timelines and added projects are enabled by adjusting the financing plan for the proposed ST3 System Plan by increasing the issuance of bonds. The recalculation centers on the overlap period between the winding down of ST2 bonds and the ramping up of ST3 bonds. The overall cost of projects in the proposed ST3 System Plan would rise to \$54 billion, a \$4 billion increase from the package released in March; however, the tax rate would not change. The updated ST3 financial plan also includes a new funding assumption for the proposed second light rail tunnel under downtown Seattle.

To aid in expediting the delivery of projects, Sound Transit Chief Executive Officer Peter Rogoff has proposed changes including narrowing studied alternatives, bringing jurisdictions into the process earlier, establishing schedules earlier in the design process, and looking at new procurement processes for construction. Sound Transit has proposed working with cities and counties to develop tools to provide clarity about project phasing requirements and schedules. This would include establishment of a transparent schedule to drive timely decision-making, establishment of criteria for permit approvals, and implementing an interagency project management structure to achieve early understanding and agreement by partner jurisdictions.

At the June 2 Sound Transit Board Workshop, a draft ST3 Narrative Plan was shared with the Sound Transit Board which outlines the ST3 projects, programs, policies, and high-capacity planning studies and planning for future system expansion. The draft ST3 Narrative Plan can be found in [Attachment A](#), while a full list plan changes broken out by Sound Transit subarea can be found in [Attachments B and C](#).

Next Steps

At the June 2 Sound Transit Board Workshop, the Sound Transit Board directed staff to prepare an updated ST3 System Plan and appendices consistent with plan changes approved on June 2. The four appendices will be:

- Appendix A: Detailed Description of Facilities and Estimated Costs
- Appendix B: Financial Policies
- Appendix C: Benefits, Costs, Revenues, Capacity, and Reliability
- Appendix D: Social, Economic and Environmental Impacts: Performance Characteristics by Mode; Integration with Regional Land Use.

The Sound Transit Board is expected to adopt a final ST3 System Plan on June 23, 2016, which could then be placed on the November 2016 ballot for a public vote.

SCA staff will continue to monitor and attend Sound Transit meetings and provide update to members of the PIC until the time at which the Sound Transit Board adopts the final ST3 System Plan.

Attachments

- A. [ST3 Draft Narrative Plan: A Regional Transit System Plan for Central Puget Sound](#) (June 1, 2016)
- B. [ST3 Proposed Updated Projects and Timelines](#) (May 26, 2016)
- C. [ST3 Proposed Amendments by Subarea](#) (May 26, 2016)

**Sound Transit 3:
A Mass Transit Guide
The Regional Transit System Plan
for Central Puget Sound**

DRAFT

June 1, 2016

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DRAFT

SOUND TRANSIT 3: INTRODUCTION

The Sound Transit 3 System Plan will improve and expand the regional mass transit system by connecting the major cities in King, Pierce and Snohomish counties with light rail, Bus Rapid Transit (BRT), express bus, and commuter rail.

Sound Transit's mission is to plan, build and operate mass transit service throughout central Puget Sound. The initial phase of the regional mass transit system, called Sound Move, was approved by voters in 1996. The second phase, Sound Transit 2, was approved in 2008. Under these plans, the regional light rail system will more than double in length from just over 20 miles today to over 50 miles by 2023. Service is also increasing on the 83-mile Sounder commuter-rail line from Everett to Lakewood, and ST Express buses continue to serve major highways in the region.

Even with these improvements, transportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily commutes longer and more congested.

In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound. With this plan, the light rail system will more than double again to 116 miles with over 70 stations. Light rail will expand north to Everett, south to Federal Way and Tacoma, east to downtown Redmond, south Kirkland, and Issaquah, and west to Ballard and West Seattle. Sound Transit 3 will also invest in Bus Rapid Transit (BRT) in two corridors: connecting Lynnwood to Burien via I-405 and SR 518 to serve Eastside cities as well as Tukwila and Burien; and on SR 522 between Woodinville and Shoreline, connecting to Link light rail via Northeast 145th Street. The plan also includes a program to improve bus speed and reliability in specific corridors. Finally, the plan will expand Sounder commuter rail, including an extension to serve Joint Base Lewis-McChord and DuPont.

The Sound Transit 3 plan was developed through an open public process over a three-year period. During that time, Sound Transit coordinated closely with cities and counties, the state of Washington, the Puget Sound Regional Council (PSRC), and local transit agencies. In addition, Sound Transit received tens of thousands of public comments that helped shape the plan.

SOUND TRANSIT 3: BUILDING ON SUCCESS

The new investments proposed in the Sound Transit 3 plan will build on Sound Move and Sound Transit 2, creating more connections to more places for more people. When complete, the system will connect 16 cities with light rail, 30 cities with Bus Rapid Transit/ST Express bus and 12 cities with commuter rail across Pierce, King and Snohomish counties.

The Sound Transit 3 plan is consistent with established regional land use and transportation plans. The PSRC developed and adopted VISION 2040 as the region's strategy for directing growth in an environmentally responsible way, while fostering economic development and providing efficient transportation. The PSRC also adopted Transportation 2040 as the region's comprehensive long-range regional transportation plan. Grounded in VISION 2040's growth management and transportation policies, Transportation 2040 provides a multimodal plan for investing in roads, ferries, transit and freight mobility through the year 2040. The Sound Transit 3 Plan builds on and is consistent with these regional plans.

As the Regional Transit Authority, Sound Transit is responsible for regional high-capacity transit system planning in the context of Transportation 2040. Sound Transit updated its Regional Transit Long-Range Plan in 2014. Sound Transit 3 is the next phase of high-capacity transit improvements for central Puget Sound.

THE SOUND TRANSIT 3 PLAN

Link Light Rail

Sound Transit launched Link light rail as part of Sound Move and is expanding Link under the voter-approved Sound Transit 2 plan. New light rail service opened to Capitol Hill and the University of Washington in March 2016, increasing ridership on the existing system. Also in 2016 Sound Transit will begin service to Angle Lake, 1.6 miles south of Sea-Tac Airport, adding a major new transit hub in South King County.

By 2021, Link will open new service to the University District, Roosevelt and Northgate. Two years later in 2023, Link will reach Shoreline, Mountlake Terrace, Lynnwood, Mercer Island, Bellevue, and Overlake — nearly doubling the light rail system to over 50 miles.

Sound Transit 3 will deliver major projects in steady succession, adding over 60 miles of new light rail serving 37 new stations, four expanded stations and two provisional stations. The provisional stations will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan.

North Corridor

Sound Transit 3 extends light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. The line is scheduled to open in 2036 and includes six stations serving the areas of West Alderwood Mall, Ash Way, 128th Street SW (Mariner), Southwest Everett Industrial Center, SR 526 near Evergreen Way and the area at the existing Everett Station. Additional parking will be provided at s 128th Street SW (Mariner) and Everett stations. A light rail operations and maintenance facility will be located in the north corridor. A seventh station, Airport Rd/SR 99 is a provisional station that will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan.

Central Corridor

Sound Transit 3 adds two light-rail extensions in Seattle. The first extends light rail from downtown Seattle to West Seattle with stations serving the sports stadiums, SODO, Delridge, Avalon and Alaska Junction. In addition, light rail extends to Ballard with a new subway through downtown Seattle and South Lake Union with stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Connections to the existing Forest Street operations and maintenance facility will be built to service vehicles operating in this corridor. Three infill stations will be added serving Northeast 130th Street, South Graham Street and Boeing Access Road near I-5, with parking provided at the Boeing Access Road station.

East Corridor

Sound Transit 3 extends light rail throughout the Eastside, connecting Redmond, Bellevue, south Kirkland and Issaquah to each other and to the rest of the regional system. Eastside investments include two stations serving southeast Redmond and downtown Redmond along with a new light rail line from south Kirkland to Issaquah via Bellevue. Four stations are included on the latter light rail extension serving south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah. A fifth station, the Lakemont provisional station, will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not current assumed in the financial plan. Additional parking will be provided at the southeast Redmond, south Kirkland, and central Issaquah stations.

South Corridor

Sound Transit 3 extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd and the Federal Way Transit Center. From there, light rail will continue south to Pierce County, with stations in south Federal Way, Fife, east Tacoma and at the Tacoma Dome. A light-rail operations and maintenance will be built in the south corridor. Sound Transit 3 also includes an expansion of Tacoma Link to Tacoma Community College, with six stations.

Bus Rapid Transit (BRT)

Sound Transit 3 will add Bus Rapid Transit in two corridors either in principally exclusive right-of-way or in managed toll lanes that provide substantially equivalent speed and reliability at speeds equal to or better than uncongested highway speeds. In addition to higher speeds, Bus Rapid Transit riders gain the advantage of reliability and frequent service: every 10 minutes in the peak periods and every 15 minutes during off-peak hours of operation.

Sound Transit 3 will establish BRT service on the I-405 corridor from the Lynnwood Transit Center to the Tukwila International Boulevard light rail station, and from there via SR 518 to the Burien Transit Center. Bus Rapid Transit will operate in the Express Toll lanes between Totem Lake and Bellevue Transit Center and from the Bellevue Transit Center to south Renton. Vehicle access to the express toll lanes is limited and managed by Washington State Department Of Transportation (WSDOT) to ensure that BRT service can operate at 45 miles per hour or greater at least 90 percent of the time during the peak hour commute. On SR 518, BRT will operate on principally exclusive right-of-way between Tukwila International Boulevard Station and the Burien Transit Center.

New inline freeway stations which allow buses to stop within the freeway right-of-way to pick up/unload riders will be built at Northeast 85th Street in central Kirkland and Northeast NE

44th Street in Renton. Additionally, a new transit center and parking garage will be built in south Renton. Bus Rapid Transit service will also connect with existing freeway stops and transit centers in Lynnwood, Canyon Park, in the vicinity of UW Bothell, Brickyard Park-and-Ride, Totem Lake, downtown Bellevue, Tukwila International Boulevard Station and Burien Transit Center. Parking will be added at Totem Lake, Northeast 44th Street and south Renton, and Sound Transit will coordinate with third parties regarding potential transit-oriented development opportunities. New bus-only lanes will be added on Northeast 85th Street between Northeast 6th Street and I-405 in Kirkland. Sound Transit will coordinate with WSDOT regarding implementation of the I-405 Master Plan, including additional capital projects to improve bus speed and reliability for high-capacity transit service, should funding become available.

Bus Rapid Transit service that uses Business Access Transit (BAT) lanes on SR 522 will connect riders with the Link light rail station in Shoreline at I-5 and Northeast 145th Street, as well as I-405 BRT service near University of Washington Bothell. This project will also include capital improvements on Northeast 145th Street at intersections. Additional parking will be provided in Lake Forest Park, Kenmore, and Bothell. This will improve transit options for residents of Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville areas.

ST Express Bus Service

Sound Transit's regional express bus system, which led the nation in number of commuter bus boardings for 2015, will continue building ridership in heavily-travelled corridors not served by rail and Bus Rapid Transit. Sound Transit 3 maintains interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs.

Sound Transit 3 includes funding for capital improvements for interim express bus service to improve bus speed and reliability. This includes funding for capital investments for traffic signal and bus priority improvements on facilities used by Metro's RapidRide C and D lines to move more people more efficiently through the heavily congested Ballard and West Seattle corridors while light rail is under design and construction. Sound Transit 3 will also contribute to the Madison Street BRT in Seattle and provide investments for capital improvements to bus connections from east Pierce County to the Sumner Sounder station and along Pacific Avenue/SR 7 in Pierce County. Sound Transit 3 will also include frequent ST Express bus service between Lakewood and the Tacoma Dome. Also, a park and ride facility will be built in north Sammamish.

The Bus-on-Shoulder program provides opportunities for buses to use shoulders on freeway and state highways during periods of congestion in general traffic and/or HOV lanes. This program requires coordination and further study with transit partners, WSDOT and the Federal Highway Administration to determine specific potential locations. Freeways that could

be included in the program are I-5, I-405, SR 167, I-90 and SR 518. Improvements will include capital infrastructure to enable the overall Bus-on-Shoulder program to operate efficiently.

Sound Transit works closely with transit and transportation partners, including Community Transit, Pierce Transit, Everett Transit, City of Seattle, King County Metro and WSDOT to extend the benefits of rail and Bus Rapid Transit services to more communities throughout the region by enabling our transit partners to redeploy bus hours in corridors as they become part of the regional high-capacity transit network through light rail transit and BRT projects. As rail corridors are built and extended, Sound Transit bus service funding for those corridors will be reallocated to operating costs for light rail services.

Souder Commuter Rail

Sound Transit 3 includes funding to extend Souder commuter rail service during peak hours from Lakewood to new stations at Tillicum and DuPont, increasing access near Joint Base Lewis-McChord. Parking will be provided at both of these stations.

The Souder south line capital improvement program will help meet growing demand for service by increasing system capacity and enhancing service. This program will include expanding platforms to accommodate up to 10-car trains, allowing Sound Transit to run longer trains and carry more riders. Access elements include improvements for pedestrians, bicyclists, buses and private vehicles, prioritized under Sound Transit's System Access Policy. In addition, track and signal upgrades and other related infrastructure will provide capacity for additional trips. Sound Transit will negotiate with Burlington Northern Santa Fe and affected organizations for additional trips to serve growing ridership along the Souder south line, within available financial resources.

New parking and other access improvements are included at the Souder north line's Edmonds and Mukilteo stations.

Planning for the Future

The plan includes studies to continue planning beyond Sound Transit 3 to expand the regional high-capacity transit system even farther, consistent with the regional transit system envisioned in Sound Transit's Long-Range Plan. Additional investments must be approved by voters. Sound Transit 3 includes a series of high-capacity transit planning studies that will help narrow the range of alternatives, evaluate potential routes and station locations, inform local comprehensive planning, prepare for environmental review and engineering, and position the Sound Transit Board to evaluate options to inform future updates to the Long-Range Plan.

High-capacity transit (HCT) studies in the Sound Transit 3 plan include connecting West Seattle to Burien and onto Renton via Tukwila; light rail connections across northern Lake Washington between SR 522 and SR 520, including connections between Ballard to the University of Washington and to the Eastside; commuter rail to Orting; HCT extension from Tacoma Dome to Tacoma Mall, and connections from Everett to North Everett. The Sound Transit 3 Plan also

includes an environmental study examining multiple options to determine the mode and alignment for a HCT route from Bothell to Bellevue, and planning for a future system expansion to continue implementing Sound Transit's Long-Range Plan.

PROGRAMS AND POLICIES

In addition to the projects described above, Sound Transit 3 also includes a series of programs and policies that will work together to provide a high-capacity transit system that:

- is accessible by walking, biking, transferring from other transit services, vehicle drop-off and pick-up, and parking;
- supports transit-oriented development;
- improves the system through innovation and technology;
- is sustainable.

These elements are provided at the individual project level and system-wide.

System Access

To serve the region's 3.7 million future residents, the Sound Transit Board of Directors has made multimodal access as a priority for Sound Transit 3. People will access the 116 miles of light rail, Sounder commuter rail stations north and south, and hundreds of thousands of annual ST Express Bus service hours, by walking, biking, parking, transferring from partner transit services, or using pick-up and drop-off areas. The ability to access stations should not be a barrier to riding the high capacity transit system.

With this plan, Sound Transit will combine robust, dedicated funding for access to the regional system, with ongoing planning that responds to evolving needs. The access investments included in the Sound Transit 3 plan are based on those investments conforming to surrounding land uses, and the investments levels are based on the station type and location. Some stations are located in urban areas where pedestrian and bicycle access is needed. Other stations are located in suburban areas where travel by car is more common. Likewise, some stations are system hubs, where improvements to improve bus and rail transfers are emphasized. The Sound Transit 3 plan responds to the need for safe and convenient access to existing and future Sound Transit stations by providing dedicated funding to access bus and rail stations, including resources to facilitate integration with partner services:

Project-level

- **Bus-rail integration allowances:** Integration with other transit services is a priority for the region. To facilitate convenient passenger transfers between modes, the cost estimates for the light rail projects described in the Sound Transit 3 plan include \$100 million in integration allowances to build off-street facilities at key stations for buses to

lay over and maintain consistent schedules. As Sound Transit expands light rail, Bus Rapid Transit, and express bus corridors, there will be more opportunities to create convenient transfers for bus riders.

- **Access Allowance:** Also included in the cost estimates for the light rail and bus rapid transit projects, each new Sound Transit 3 station has an Access Allowance based on the type of station (i.e., suburban, urban) of up to \$4.5 million. In total, the cost estimates include \$270 million in new Access Allowances for station areas that create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses, and community gathering places.
- **Parking access:** Where identified in the project descriptions, funds are included for additional parking for transit riders. Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses. Sound Transit has conducted pilot programs to provide reserved parking spaces for a small fee and real-time information about the availability of open parking spaces at some lots. In Sound Transit 3, the agency will work to make these options available throughout the region so that more people can predictably find a parking space rather than drive to work when they realize parking is full. This is consistent with Board-adopted policy that anticipates charging a reasonable price for parking that will help pay for new access infrastructure and enable Sound Transit to invest in additional local access improvements.

System-wide

- **Sound Transit 3 System Access Fund:** The System Access Fund provides an additional \$100 million allocated equally among Sound Transit's five sub-areas that would fund projects such as safe sidewalks and protected bike lanes, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services. Funds will be allocated based on an evaluation of the needs of customers using Sound Transit existing and planned bus and rail stations. Sound Transit will partner with cities and other Sound Transit stakeholders to leverage grants and matching funds and create the best access solutions for each station. The System Access Fund includes funding to survey riders and conduct studies that prioritize the most beneficial projects, whether retrofitting stations to accommodate growth or enhancing connections to neighborhoods.

Transit-Oriented Development (TOD)

Development around transit investments represents a significant opportunity both to shape communities that attract jobs and housing opportunities affordable at a range of incomes, and to improve equitable access to opportunities for current and future residents. Under this plan, Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with transit-oriented development plans developed with community input by the regional transportation planning organization within Sound Transit's boundaries, such as the 2013 *Growing Transit Communities Strategy*. The plan allocates funds to support collaborative planning for TOD at the transit capital project development stage, as well as for planning and pre-development activities on agency-owned properties that may be developed as TOD. Sound Transit will specifically promote equitable TOD by:

Project-level

- TOD allowance: The cost estimates for the projects described in the Sound Transit 3 plan Section estimates include project allowances to fund appropriate TOD planning activities for each location expected to have surplus property.

System-wide

- TOD Fund: The Sound Transit 3 plan includes a TOD fund of \$20 million to incorporate TOD considerations during land acquisition to ensure that, where possible, property that may later become surplus is supportive of its reuse for TOD;
- Working with local governments, housing authorities, non-profit developers, and others to inclusively plan for mixed-use, mixed-income transit communities, consistent with the *Growing Transit Communities Strategy* and other applicable regional plans and policies;
- First offering surplus properties that are suitable for housing for transfer at no cost, sale, or long-term lease to local governments, housing authorities, and non-profit developers to develop affordable housing as provided in statute; and
- Contributing \$20 million to a regional revolving loan fund to support affordable housing creation.

Innovation

Transit, like all other industries, is in a constant state of development and change. While light rail, commuter rail and BRT are efficient ways to move large numbers of people around our region, the region needs to continue investing in technologies and innovations to make transit even more effective, efficient and convenient for more people. As new transportation

technologies and approaches develop, Sound Transit will work to integrate them with its high-capacity transit services and facilities to create a robust and reliable, yet adaptable, network of regional mobility options.

System-wide

Sound Transit 3's Innovation and Technology Fund invests \$75 million in research and development of programs and technologies to:

- Deliver real-time service availability and travel option information to customers where and when they need it;
- Ensure transit accessibility and ease of use for riders of all ages, abilities and income levels;
- Make fare payment fast and convenient;
- Understand and meet the needs of employers and bulk-purchasers of transportation services;
- Better manage vehicle and bicycle parking for transit customers;
- Identify ways of improving the connectivity between transit facilities and the communities they serve;
- Partner with other public and private mobility providers including ferry, local transit, bikeshare, carshare, rideshare, shuttle and mobility-on-demand services;
- Identify and adopt best and emerging practices to better serve customers and enhance the environmental, social equity and economic benefits of high capacity transit;
- Maximize the ability of future transportation technologies such as driverless cars to complement and expand the reach of high-capacity transit; and
- Evaluate and implement other technologies to improve rider experience and/or save operating costs.

Sustainability

Sound Transit's mission to build, operate and expand regional transit is essential to central Puget Sound's sustainable future. Sound Transit is committed to making long-term investments that improve the region's economy, communities, and environment.

For Sound Transit, sustainability is both about fulfilling the agency's mission as a transit provider, as well as how that mission is accomplished. The proposed Sound Transit 3 expansion projects promote a sustainable central Puget Sound region by enabling more people to travel affordably and reliably throughout the area's growing communities on environmentally-friendly buses and trains.

Under this plan, Sound Transit will implement the goals articulated in its sustainability plans. Sustainability approaches will be integrated into all aspects of agency activities consistent with

Board-adopted policy—from planning and design to construction and operations. Sound Transit’s ongoing sustainability efforts include its commitment to environmental stewardship. Sound Transit Sustainability policies and plans contemplate that the agency will:

Project-level

- Sustainability Allowance: The project cost estimates include allowances to implement green building and infrastructure designs and meet third-party green building and infrastructure standards, where applicable.

System-wide

- Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the Sound Transit 3 System Plan;
- Procure and manage fleets that demonstrate increasing fuel efficiency, including alternative fuels and low- and no-emission vehicles;
- Work to make the agency’s electricity use carbon-neutral and maximize energy efficiency;
- Pursue innovative sustainability features and approaches over the duration of the Sound Transit 3 plan as industry best practices and national standards continue to evolve;
- Plan, design and construct a transit system that is resilient to the long-term impacts of climate change and other natural hazards; and
- Invest in technologies or services that can meet the agency’s sustainability goals and/or reduce long-term operating costs.

PUTTING THE SYSTEM IN PLACE

Project Delivery – Implementing the Plan

Based on public feedback throughout the development of the Sound Transit 3 plan, Sound Transit has been asked to identify ways to deliver projects faster. Major capital projects must go through multiple phases before transit services can start, including planning, environmental review, preliminary engineering and final design, property acquisition, permitting, third-party agreements, construction and start-up/testing programs. In addition, to ensure accountability and transparency about project development and delivery, engaging the public and stakeholders throughout these phases is critical. Working closely with project delivery partners who have land use, permitting, oversight or regulatory authority is central to maintaining project schedules.

Early Deliverables

The schedule for the plan includes multiple projects that will be delivered early in Sound Transit 3. These early deliverable projects are anticipated to be completed by 2019 to 2025. These projects include bus-on-shoulder opportunities, contributions to bus speed and reliability improvements for RapidRide C and D and Madison Street Bus Rapid Transit in Seattle, Pacific Avenue/SR 7 in Pierce County, in east Pierce County, Lakewood to Tacoma Dome service, parking for north line Sounder at Edmonds and Mukilteo, and a park-and-ride facility in north Sammamish. Bus Rapid Transit on I-405 and SR 518, and on SR 522 and Northeast 145th Street are also included.

Delivering Light Rail, Sounder, and ST Express Bus

Link light rail from Kent/Des Moines to Federal Way is scheduled to open in 2024, and the scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time. Link light rail from Redmond Technology Center to downtown Redmond is scheduled to open in 2024. Further extension south from Federal Way to Tacoma and an extension between downtown Seattle to West Seattle are scheduled to open in 2030. Link Light rail north from Lynnwood to Everett via the Southwest Everett Industrial Center is scheduled to open in 2036. The plan anticipates a new extension between downtown Seattle and Ballard to open in 2035. Infill stations are slated to open in 2031 at Boeing Access Road, South Graham Street, and Northeast 130th Street. An extension of Tacoma Link to Tacoma Community College is scheduled for 2039, and a Link light rail line from south Kirkland to Issaquah is scheduled for 2041.

The extension of Sounder from Lakewood to DuPont is scheduled for 2036. The South Sounder Capital Improvements Program will provide funding for a series of improvements from 2024 to 2036.

ST Express Bus service will continue throughout the plan to provide interim service in future high-capacity transit corridors. Sound Transit will work closely with its transit partners to coordinate, integrate, and maximize bus service and restructure those services in response to new rail service.

Schedule Accountability Tools

To help maintain project delivery schedules, Sound Transit will work with project delivery partners to develop tools to provide clarity about project phasing requirements and schedules. Examples of these tools could include early agreements on permits needed for projects; establishment of project teams to obtain agreement on project scopes and schedules; or model term sheets to outline decisions related to the identification of preferred routing and profile choices.

Sound Transit will also seek to have third parties assign a single point of accountability for projects to ensure a streamlined and accountable process. Sound Transit will work with individual project partners to establish a common set of project goals based on the plan scope, schedule, and budget, and to identify the preferred project as early as possible in the environmental review process.

Sound Transit will ask local agencies to coordinate permit actions with federal, state and other agencies, including using the mitigation commitments described in the environmental documents and/or Record of Decision during permitting for mitigating potential environmental impacts of a project rather than using a city or county's authority to impose additional mitigation measures. Sound Transit will also seek code amendments and other agreements to facilitate the preparation, filing and diligent processing of any required permits, modifications, or renewals of permits, as soon as practicable, with the goal of receiving land use permit decisions within 120 days of submittal and other technical permit decisions sooner.

To further assist the region in meeting Sound Transit 3 delivery schedules, Sound Transit will work with project partners to develop and publish a master implementation schedule – a Schedule Dashboard – for all projects. This schedule will be reviewed and updated at regular intervals by the Board. Sound Transit staff will report schedule performance to the Sound Transit Board of Directors and the public, including factors contributing to schedule improvements or degradation.

THE SOUND TRANSIT DISTRICT

The Sound Transit District is more than 1,000 square miles with a population of over 2.8 million people. There are more than 50 cities in the district, which includes most of the urban areas of King, Pierce and Snohomish counties.

Sound Transit is governed by an 18-member Board of Directors made up of local elected officials including mayors, city council members, county executives and county council members from within the Sound Transit District, and the Secretary of the Washington State Department of Transportation.

Annexations

After voters within the district have approved a ballot proposition authorizing local taxes to support implementation of the Sound Transit 3 plan, the Sound Transit Board may approve resolutions calling for elections to annex areas outside, but adjacent to, the Sound Transit District.

The legal requirements to annex areas into the Sound Transit District include the following:

The Sound Transit Board may call for annexation elections after consulting with any affected transit agencies and with the approval of the legislative authority of the city or town (if the area is incorporated) or with the approval of the area's county council (if it is unincorporated).

Citizens in areas to be annexed are provided an opportunity to vote on proposed annexation and imposition of taxes at rates already imposed within the Sound Transit District boundaries.

If approved by the voters, changes to the Sound Transit District boundaries may require changes in the make-up of the Sound Transit Board membership. Board membership must be "representative" of the proportion of the population from each county that falls within the Sound Transit District.

Extending service outside the Sound Transit boundaries

Sound Transit may extend new services beyond its boundaries to make connections to significant regional destinations and allow areas outside of the district to function as part of the regional system. Such service extension would require agreements with the affected local transit agency and/or other appropriate government agencies.

Sound Transit will enter into agreements with agencies beyond the district boundary to integrate fares. This will allow flexible transfers among various operators and prevent people who live outside the district from being penalized financially for making regional trips by transit instead of by automobile.

BENEFITS OF THE PLAN

The following benefits will be summarized below once the Sound Transit 3 System Plan project elements have been finalized. More detailed information will be able to be found in Appendices C and D to the plan once they are completed.

Transportation improvements are clearly linked to the growth, development, quality of life and economic vitality of our region. Sound Transit 3 proposes a range of transit improvements building on the investments Sound Transit has already made that serve increasing numbers of riders every year. These improvements include extending Link light rail to serve more of central Puget Sound's urban centers, along with improvements in Sounder commuter rail, enhancements to ST Express bus services and facilities and the development of Bus Rapid Transit. These improvements add major new capacity in the region's most congested corridors and help serve the transportation demands of the residents and businesses already here, as well as the 800,000 more people expected here in the next 25 years.

Transit investments create value within a community that goes beyond where or how many projects are built. Personal mobility, regional connections, the availability of transportation alternatives and impacts on growth patterns, quality of life and the economic well-being of the region are all measurable outcomes to be considered in deciding transit investments. The regional transit improvements included in Sound Transit 3 have many benefits for people throughout the Puget Sound region and will further the realization of the long-term growth management and quality of life goals embodied in the PSRC's Vision 2040 and Transportation 2040 plans, Sound Transit's Regional Transit Long-Range Plan and local land use plans and policies.

- Transit benefits
 - Transit ridership
 - Transit capacity
 - Travel time savings and reliability
 - Transit system accessibility
 - Activity center drive-alone travel reductions
- Environmental benefits:
 - Vehicle miles traveled (VMT) reduction
 - Fuel use
 - Greenhouse gas emission reduction
- Social benefits:
 - Access and mobility
 - Enhancing social equity
 - Improving public health

- Economic Benefits:
 - Reducing transportation costs and cost of delay
 - Supporting jobs and the regional economy
 - Creating jobs

PAYING FOR THE SYSTEM

The following items will be summarized below once the Sound Transit 3 System Plan project elements have been finalized and the financial plan completed. More detailed information will be able to be found in Appendices A and B once those are completed.

- Financial Plan framework
- Funding sources and uses
- Estimated Costs
- Risk Assessment
- Financial Policies

DRAFT

SOUND TRANSIT 3

Proposed Updated Projects and Timelines

The below proposed ST3 Plan updated projects and timelines are scheduled to be voted on by the Sound Transit Board at a special meeting on June 2. The completed language of the plan is scheduled for final adoption on June 23 to meet election submission deadlines.

Under proposed changes the ST3 plan would add a total of 62 miles of light rail with stations serving 37 additional areas for a system reaching 116 miles throughout the region.

Proposed improvements that respond to the public's call for faster delivery of Sound Transit 3 light rail extensions outlined at the May 26 Sound Transit Board meeting include:

Proposed improvements to light rail timelines		
Everett via SW Everett Industrial Center	5 years sooner	2036
Downtown Redmond	4 years sooner	2024
Federal Way	4 years sooner	2024
Tacoma	3 years sooner	2030
West Seattle	3 years sooner	2030
Ballard	3 years sooner	2035
Tacoma Link to Tacoma Community College	2 years sooner	2039
New stations: Graham St & Boeing Access Rd	5 years sooner	2031

New projects and refinements

Board members also discussed a number of significant new projects and refinements:

- A grade-separated, elevated alignment on 15th Avenue would replace a previously envisioned at-grade section on the light rail extension to Ballard.
- The new light rail line between Issaquah and Bellevue would extend further north to reach the South Kirkland park-and-ride.
- Investments in Bus Rapid Transit (BRT) on I-405 between Lynnwood and Burien would expand to include a freeway station, direct access ramps and surface parking in Renton at Northeast 44th Street.
- A new park-and-ride would be added in north Sammamish.
- Funding would be provided for the 2031 completion of a new light rail infill station at Seattle's Northeast 130th Street.
- Contributions to improve bus speeds and reliability for the Rapid Ride C and D lines have been expanded to also include support for Bus Rapid Transit (BRT) on Seattle's Madison Street.
- An expanded program of Sounder commuter rail capital investments in south King County and Pierce County would increase system capacity, enhance service, and extend the line to Tillicum and DuPont. Improvements will include extending platforms to run longer trains that can serve more riders, purchasing more coaches, working with BNSF to make track and signal improvements that allow more service, and increasing access to stations through more parking and improved pedestrian and bike connections.
- Parking has been expanded at the new DuPont station on the extended Sounder South line.
- Investments in improved bus speeds and reliability in Pierce County would expand to include service between Lakewood and the Tacoma Dome.
- North of the Southwest Everett Industrial Center, the cost of the Everett light rail extension would be reduced by traveling along I-5 instead of SR 99.
- The scope of a study of high-capacity transit between West Seattle and Burien would expand to explore potential future service to Renton via Tukwila.
- A high-capacity transit study would explore potential future service between the Tacoma Dome and Tacoma Mall.
- A future environmental study for high-capacity transit between Bothell and Bellevue would include several north-south options.



KEY	
PROPOSED ST3 PROJECTS	CURRENT AND PLANNED SERVICE
Link Light Rail	Link Light Rail
Bus Rapid Transit	Sounder Rail
Sounder Rail	ST Express Bus
Proposed shoulder-running buses / speed and reliability improvements	
Environmental study	STATIONS
Future investment study	New station
	New station / added parking
	Improved station
	Major rail transfer

NOTE: All routes and stations are representative.

See reverse side for identical map and information about unchanged projects remaining in the plan. ▶

Projects remaining unchanged in the plan include:

- Adding Bus Rapid Transit (BRT) service as well as additional parking at selected stations in the SR 522 and Northeast 145th Street corridors in addition to the I-405 and SR 518 corridor, improving the speed, reliability and frequency of buses with service up to every ten minutes in peak hours.
- Extending Sounder commuter rail further south from Lakewood to DuPont via Tillicum, providing a new transit option near Joint Base Lewis-McChord and moving the southern terminus closer to the state capitol.
- Expanding access to Sounder service in the north corridor through increased parking in Mukilteo and Edmonds.
- Funding approximately 600,000 annual hours of interim ST Express bus service during construction of future light rail lines.
- Enabling proposed operation of existing ST Express and partner agency bus routes where possible on the shoulders of I-5, I-405, SR 18 and SR 167, providing riders with improved speeds and reliability.
- Making capital investments to improve bus service along Tacoma's Pacific Avenue.
- Funding future high-capacity transit studies in areas of Everett to north Everett; northern Lake Washington; and commuter rail to Orting.
- Funding multi-modal investments for improved access to stations for people coming and going by transit connections, cars, bikes or on foot.
- Establishing an Innovation Fund for projects such as developing new transit technologies that improve rider information and fare payment; studying integration of driverless vehicle technologies; and building partnerships with public and private mobility service providers.
- Transit-Oriented Development and Affordable Housing: Includes funding for TOD analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. This program would provide funding in addition to the ST3 funds assumed for Regional Equitable TOD fund.



KEY	
Link Light Rail	Link Light Rail
Bus Rapid Transit	Sounder Rail
Sounder Rail	ST Express Bus
Proposed shoulder-running buses / speed and reliability improvements	
Environmental study	
Future investment study	
	STATIONS
	New station
	New station / added parking
	Improved station
	Major rail transfer

NOTE: All routes and stations are representative.

Proposed Changes from 3/24 ST3 Draft Plan – *Draft 5-25-16*

Snohomish County

Project <i>(proposed scope refinement underlined)</i>	3/24 Draft Plan	Proposed Update	Schedule Change
LRT between 128 th St. SW (Mariner) and Everett Station: <ul style="list-style-type: none"> • Travels <u>north via I-5</u> after serving the SW Everett Industrial Center • <u>One provisional station at SR 99 and Airport Road</u> 	2041	2036	5 years sooner
LRT between Lynnwood and 128 th St. SW (Mariner)	2036	2036	Same
I-405 Bus Rapid Transit (BRT): <ul style="list-style-type: none"> • Lynnwood to Burien 	2024	2024	Same
Early Deliverables: <ul style="list-style-type: none"> • Parking at Edmonds and Mukilteo Stations • Bus on Shoulder program 	2019-2024	2019-2024	Same
System-wide: <ul style="list-style-type: none"> • Innovation Fund • System Access Fund • Transit-Oriented Development Fund • ST Express Bus Service • HCT Study: <ul style="list-style-type: none"> - Everett to North Everett/College Station 	On-going	On-going	Same

Proposed Changes from 3/24 ST3 Draft Plan – *Draft 5-25-16*

North King County

Project <i>(proposed scope refinement underlined)</i>	3/24 Draft Plan	Proposed Update	Schedule Change
LRT between West Seattle and Downtown Seattle	2033	2030	3 years sooner
LRT between Ballard and Downtown Seattle <ul style="list-style-type: none"> • <u>Fully elevated on 15th Ave.</u> 	2038	2035	3 years sooner
Infill Light Rail Station: Graham Street	2036	2031	5 years sooner
Infill Light Rail Station: 130 th Street	Provisional only	2031	Funded in plan
SR 522 BRT via NE 145 th Street	2024	2024	Same
Early Deliverables: <ul style="list-style-type: none"> • Capped contributions toward bus speed and reliability improvements for <u>Rapid Ride C, D, and Madison Street Bus Rapid Transit</u> • Bus on Shoulder program 	2019-2024	2019-2024	Same
System-wide: <ul style="list-style-type: none"> • Innovation Fund • System Access Fund • Transit-Oriented Development Fund • ST Express Bus Service • HCT Studies: <ul style="list-style-type: none"> - <u>West Seattle to Burien, connecting to Renton via Tukwila</u> - Northern Lake Washington 	On-going	On-going	Same

Proposed Changes from 3/24 ST3 Draft Plan – *Draft 5-25-16*

East King County

Project <i>(proposed scope refinement underlined)</i>	3/24 Draft Plan	Proposed Update	Schedule Change
LRT between Redmond Technology Center and Downtown Redmond LRT	2028	2024	4 years sooner
LRT between <u>South Kirkland (with additional parking)</u> and Issaquah via Bellevue	2041	2041	Extension to South Kirkland included; schedule same
I-405 BRT: Lynnwood to Burien <ul style="list-style-type: none"> • <u>Approximately 600 additional parking spaces at Kingsgate and coordination with partners for potential Transit-Oriented Development</u> 	2024	2024	Same
I-405 BRT: <ul style="list-style-type: none"> • <u>Renton NE 44th freeway station, direct access ramps, surface parking</u> 	Not included	2025	Included in plan
SR 522 BRT via NE 145 th Street	2024	2024	Same
Early Deliverables: <ul style="list-style-type: none"> • <u>North Sammamish Park and Ride</u> • Bus on Shoulder program 	2019-2024	2019-2024	Same
System-wide: <ul style="list-style-type: none"> • Innovation Fund • System Access Fund • Transit-Oriented Development Fund • Future HCT System Expansion • ST Express Bus Service • HCT Studies: <ul style="list-style-type: none"> - <u>West Seattle to Burien, connecting to Renton via Tukwila</u> - Bothell to Bellevue Environmental Study: <u>Examine multiple north/south corridor options</u> - Northern Lake Washington 	On-going	On-going	Same

Proposed Changes from 3/24 ST3 Draft Plan – *Draft 5-25-16*

South King County

Project <i>(proposed scope refinement underlined)</i>	3/24 Draft Plan	Proposed Update	Schedule Change
LRT between <u>Angle Lake</u> and Federal Way	2028	2024	4 years sooner
Infill Light Rail Station: Boeing Access Road	2036	2031	5 years sooner
Sounder South Improvement Program: <ul style="list-style-type: none"> • Parking/Access • <u>10 Car Platforms</u> • <u>Additional Track and Signal improvements</u> 	2024-2036	2024-2036	Same
I-405 and SR 518 BRT: <ul style="list-style-type: none"> • Lynnwood to Burien 	2024	2024	Same
Early deliverables: <ul style="list-style-type: none"> • Bus on Shoulder program 	2019-2024	2019-2024	Same
System-wide: <ul style="list-style-type: none"> • Innovation Fund • System Access Fund • Transit-Oriented Development Fund • Future HCT System Expansion • ST Express Bus Service • HCT Study: <ul style="list-style-type: none"> - West Seattle to Burien, <u>connecting to Renton via Tukwila</u> 	On-going	On-going	Same

Proposed Changes from 3/24 ST3 Draft Plan – *Draft 5-25-16*

Pierce County

Project <i>(proposed scope refinement <u>underlined</u>)</i>	3/24 Draft Plan	Proposed Update	Schedule Change
LRT between Federal Way and Tacoma Dome	2033	2030	3 years sooner
Tacoma Link extension to TCC	2041	2039	2 years sooner
Sounder South Improvement Program: <ul style="list-style-type: none"> • Parking/Access • <u>10 Car Platforms</u> • <u>Additional Track and Signal improvements</u> 	2024-2036	2024-2036	Same
Early Deliverables: <ul style="list-style-type: none"> • Improvements for Bus Speed and Reliability: Between East Pierce County cities and Sumner Sounder Station, <u>between Lakewood and Tacoma Dome</u>, and capped contribution towards Pacific Avenue in Tacoma • Bus on Shoulder program 	2019-2024	2019-2024	Same
Sounder South Expansion to DuPont <ul style="list-style-type: none"> • <u>Additional parking in DuPont</u> 	2036	2036	Same
System-wide: <ul style="list-style-type: none"> • Innovation Fund • System Access Fund • Transit-Oriented Development Fund • Future HCT System Expansion • ST Express Bus Service • HCT Studies: <ul style="list-style-type: none"> - <u>Tacoma Dome to Tacoma Mall</u> - Commuter rail to Orting 	On-going	On-going	Same