



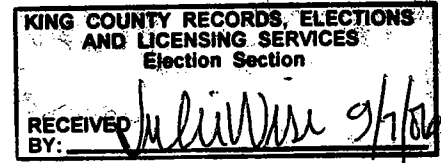
KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 6, 2006

Ordinance 15582



Proposed No. 2006-0285.2

Sponsors Patterson

1 AN ORDINANCE directing the submission to the qualified
2 voters of King County of a proposition authorizing an
3 additional sales and use tax of one-tenth of one percent for
4 the operation, maintenance and capital needs of the King
5 County Metro public transportation system; appointing a
6 committee to write the voters' pamphlet statement for the
7 November 7, 2006, general election; and adding a new
8 chapter to K.C.C. Title 4.

11 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

12 SECTION 1. Findings: The council makes the following findings:

13 A. King County is a home rule charter county with broad powers to provide
14 public transportation within the county's geographic boundaries. Under this authority,
15 chapter 36.56 RCW, chapter 35.58 RCW and other provisions of law, the county owns
16 and operates an extensive system of buses, vanpools, accessible services vehicles, park-

17 and-ride lots, transit centers, transit hubs and other transportation facilities within the
18 county.

19 B. The county's public transportation services and facilities provide mobility to
20 residents, workers and visitors, carrying over three hundred fifty thousand weekday
21 riders. These services and facilities, although not adequate to meet current transit
22 demand, are essential to the functioning of key transportation corridors in the region.
23 Without these services, traffic conditions, already estimated to be among the nation's
24 worst, would further deteriorate.

25 C. After the Washington state legislature repeal of the motor vehicle excise tax in
26 2000, King County voters responded by approving an additional two-tenths sales tax for
27 use by Metro, which eliminated the need for drastic transit service reductions. However,
28 the recession following the 9/11 terrorist attacks reduced sales tax revenues and restricted
29 Metro's ability to continue to grow the transit system to keep up with demand. Current
30 total revenues into the public transportation fund are approximately ten percent below
31 where they would have been if the motor vehicle excise tax had not been repealed.

32 D. With current revenues, Metro has not been able to add the necessary services
33 to keep up with significantly increasing ridership demand caused by growth in population
34 and employment, and shift away from automobiles to transit caused by the increasing
35 cost of fuel. For the county to achieve land use and environmental goals consistent with
36 employment and household growth targets, Metro transit needs to carry a growing
37 proportion of trips to support the county's mobility, economy and quality of life.

38 E. In accordance with RCW 82.14.045 and by approval of the qualified
39 electorate, the county is currently imposing a retail sales and use tax of eight-tenths of

40 one percent for the operation, maintenance and capital needs of its public transportation
41 system. One-tenth of one percent latent authority is available under RCW 82.14.045 for
42 public transportation system purposes, subject to voter approval.

43 F. Imposing an additional sales and use tax of one-tenth of one percent in the
44 county will allow Metro transit to attract additional riders to the public transportation
45 system and will help implement King County Metro transit policies and goals.

46 G. To fund the county's public transportation system needs, a proposition should
47 be submitted to the voters requesting authorization to fix and impose an additional sales
48 and use tax of one-tenth of one percent for the operation, maintenance and capital needs
49 of the King County Metro transit system.

50 SECTION 2. Sections 3 to 4 of this ordinance should constitute a new chapter in
51 K.C.C. Title 4.

52 NEW SECTION. SECTION 3. Authorization of additional sales and use tax.

53 For the purpose of providing funding for the operation, maintenance and capital needs of
54 public transportation, the council hereby directs the submission of a proposition to the
55 voters of the county substantially as set forth in section 6 of this ordinance to authorize
56 the county to fix and impose pursuant to RCW 82.14.045 an additional sales and use tax
57 of one-tenth of one percent. This additional sales and use tax shall be in addition to other
58 existing sales and use taxes, including the eight-tenths of one percent public
59 transportation sales and use tax currently imposed by the county. The additional sales
60 and use tax shall be levied at such rate and collected as of a date as may be determined by
61 the council. In addition, if, as a result of the adoption of this proposition by the voters of
62 the county, the county imposes an additional sales and use tax upon sales of lodging in

63 excess of the limits contained in RCW 82.14.410, the sales shall be exempt from the
64 imposition of that additional sales and use tax.

65 NEW SECTION. SECTION 4. Use of tax proceeds. The proceeds from the tax
66 imposed under section 3 of this ordinance shall, for the initial ten-year period following
67 voter approval of the proposition in section 5 of this ordinance, be used for the operation,
68 maintenance and capital needs of King County Metro public transportation in the manner
69 described in Attachment A to this ordinance, titled "Improvements Funded by Transit
70 Now." After the initial ten-year period or in the event that the county, by an ordinance
71 adopted by a supermajority of at least six affirmative votes of the county council, finds
72 that, due to either changed conditions, insufficient revenue or force majeure events, any
73 of the services and facilities described in the plan are either impractical or would provide
74 less public transportation benefit than other alternatives, the county may in its discretion
75 use the proceeds for any other public transportation purpose consistent with the King
76 County Code and King County Metro transit policies and goals. For the purposes of this
77 section, "tax proceeds" means the principal amount of funds raised by the additional sales
78 and use tax authorized by this chapter and any interest earnings on the funds.

79 SECTION 5. Call for election. Pursuant to RCW 29A.04.321, it is hereby found
80 that the proposition, substantially as hereinafter set forth, be submitted to the qualified
81 electors of the county at a county special election to be held in conjunction with the
82 general election on November 7, 2006. The manager of records, elections and licensing
83 services of King County is hereby requested to assume jurisdiction of and to call and
84 conduct such election to be held within the county on said date and to submit to the
85 qualified voters of the county at such election said proposition.

86 The clerk of the council is hereby authorized and directed to certify said
87 proposition to the manager of records, elections and licensing services in substantially the
88 following form:

89 The Metropolitan King County Council has passed Ordinance No
90 _____ concerning this public transportation system sales and use tax
91 proposition. This proposition would authorize King County to fix and
92 impose an additional sales and use tax of one-tenth of one percent in order
93 to fund expansion of service, operations, maintenance, and capital needs
94 of King County Metro public transportation, including, but not limited to,
95 expanded bus service, accessible services, vanpool programs, passenger
96 facilities, park and ride facilities, and other congestion relief projects to
97 preserve and enhance Metro Transit services as provided in Ordinance No
98 _____. Should this proposition be enacted into law:

99 Approved

100 Rejected

101 SECTION 6. RCW 29A.32.280 provides that for each measure from a
102 jurisdiction that is included in a local voters' pamphlet, the legislative authority of that
103 jurisdiction shall formally appoint a committee to prepare arguments advocating voter
104 approval of the measure and a committee to prepare arguments advocating voter rejection
105 of the measure.

106 SECTION 7. Pursuant to RCW 29A.32.280, the following individuals are
107 appointed to serve on the voters' pamphlet committees, each committee to write a

108 statement for or against the proposed public transportation sales and use tax ballot
109 measure:

110	FOR	AGAINST
111	1. _____	1. _____
112	2. _____	2. _____
113	3. _____	3. _____

114 **SECTION 8. Ratification.** Certification of the proposition by the clerk of the
115 council to the manager of records, elections and licensing services of King County in
116 accordance with law before the election on November 7, 2006, and any other act
117 consistent with the authority and before the effective date of this ordinance are hereby
118 ratified and confirmed.

119 **SECTION 9. Authority supplemental.** The authority granted in this ordinance
120 is supplemental to all other powers of the county and nothing in this ordinance shall be
121 construed as limiting or restricting any powers or authority conferred upon the county by
122 law.

123 **SECTION 10. Severability.** If any provision of this ordinance or its application

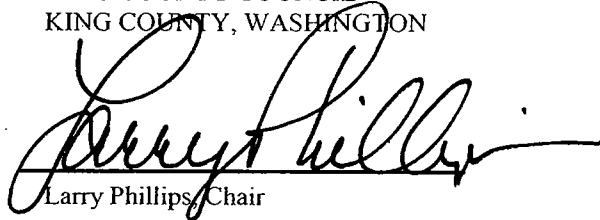
124 to any person or circumstance is held invalid, the remainder of the ordinance or the
125 application of the provision to other persons or circumstances is not affected.

126

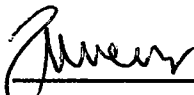
Ordinance 15582 was introduced on 6/19/2006 and passed as amended by the Metropolitan King County Council on 9/5/2006, by the following vote:

Yes: 8 - Mr. Phillips, Mr. von Reichbauer, Ms. Lambert, Mr. Ferguson, Mr. Gossett, Ms. Hague, Mr. Constantine and Ms. Patterson
No: 1 - Mr. Dunn
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Larry Phillips, Chair

ATTEST:

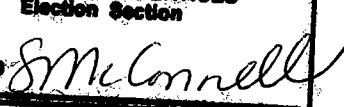

Anne Noris, Clerk of the Council

06 SEP 12 PM 3:41

APPROVED this 11 day of September, 2006.


Ron Sims, County Executive

Attachments A. Improvements Funded by Transit Now, dated September 5, 2006

KING COUNTY RECORDS, ELECTIONS AND LICENSING SERVICES
Election Section
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KING COUNTY COUNCIL CLERK

Improvements Funded by Transit Now

September 5, 2006

This exhibit describes the types of services to be implemented using the one-tenth of one percent sales tax collected through the Transit Now initiative.

Service investments made under this initiative shall be consistent with the provisions of 2002-2007 Six-Year Transit Development Plan service allocation strategy IM-3, King County Metro Transit service redeployment, schedule maintenance and partnership policies and the following five program elements of Transit Now as further described below:

1. *RapidRide*/Bus Rapid Transit
2. High Ridership Network
3. Service for Rapidly Developing Areas
4. Service Partnership Program
5. Transit Now Additional Improvements

1. RapidRide/Bus Rapid Transit**OBJECTIVE**

Create Bus Rapid Transit (BRT) with frequent all day service and faster travel times on five key travel corridors identified below. BRT is a term used to describe transit services and facility improvements that achieve higher capacity and faster operation than traditional buses. Providing a unique *RapidRide* branding, frequency and quality of service to customers will result in a significant improvement in the customer's transit experience, and make the transit system easier to understand and use. *RapidRide* implements Strategy S-5 of the 2002-2007 Six-Year Transit Development Plan by combining new service, supporting capital equipment and facilities, and traffic operations improvements.

Rapid Ride is a term used to describe transit services and facility improvements that achieve higher rider satisfaction than traditional bus services with features such as:

- High frequency operation (target of 10 minutes or less)
- Faster, more reliable trip times through exclusive, HOV or Business Access and Transit (BAT) travel lanes, and/or priority at intersections through transit signal priority and queue jumps
- Improved shelter waiting areas with real-time information at major stops
- Low emission hybrid diesel-electric buses
- Branded buses and facilities with a unique look and feel

SERVICE CORRIDORS

Rapid Ride service will be implemented in key travel corridors with specific routing determined by the council consistent with the corridor descriptions provided below. BRT "Rapid Ride" service will be implemented and continue on the established route unless the Council acts to modify the route within the corridor after finding that the service has failed to develop and

sustain ridership commensurate with the level of investment. BRT "Rapid Ride" service investments in one subarea shall not be shifted to another subarea. Rapid Ride service capital and service improvements shall be compatible with potential future rail investments, including streetcars, within each corridor, and will be implemented in the following corridors:

- Shoreline/Downtown Seattle via Aurora Avenue North
- West Seattle/Downtown Seattle via West Seattle Bridge
- Ballard/Seattle Center/south downtown stadium area via 15th Ave Northwest and West Mercer Street with service or frequent connections to Ballard High School and the Ballard business district
- Federal Way/Tukwila via Pacific Highway South
- Bellevue/Redmond via Crossroads and Overlake

2. High Ridership Network

OBJECTIVE

Continued development of a multi-centered network of core bus routes and implementation of Strategy S-3 of the 2002-2007 Six-Year Transit Development Plan by providing frequent (target frequency of 15 minute) all-day, two-way seven-day-a-week service between King County's most densely developed activity centers. The types of improvements made to core connections would include improved frequency, expanded hours of operation, and more trips on crowded routes.

SERVICE CORRIDORS

Improvements will be focused on the Core Service Connections and High Ridership Routes identified in Exhibit 1. Additional improvements may be made on Core Service Connections identified in Metro's Six-Year Transit Development Plan as currently adopted or hereafter amended, and other high ridership corridors.

3. Service for Rapidly Developing Areas

OBJECTIVE

Increase service to growing residential areas within the Urban Growth Area and implement Strategy S-7 of the 2002-2007 Six-Year Transit Development Plan by adding peak service in areas not currently served and offering expanded midday service in some areas that currently have peak service only.

SERVICE AREA

Metro shall conduct outreach with affected stakeholders and elected officials representing Metro's East and South subareas to identify rapidly growing residential areas of the county which would benefit from additional transit service. Areas in East and South King County within the Urban Growth Boundary include but are not limited to Duvall, Redmond Ridge, Sammamish, Snoqualmie, Issaquah, Covington, Maple Valley and Black Diamond.

4. Service Partnership Program

OBJECTIVE:

Metro will set aside up to 90,000 annual service hours funded by the additional one-tenth of one percent sales tax for a service partnership program, and a further 30,000 service hours may be set aside for the partnership program by an ordinance adopted by the Council no sooner than January 1, 2009 in the event that demand countywide for service partnerships exceeds the initial 90,000 hour setaside. With direct financial contribution to service operations costs, as well as with capital investments and actions to manage traffic that achieve transit speed and reliability improvements, public and private partners or partnership groups will leverage Metro's service resources to increase overall transit service resources.

A Service Partnership strategy that implements Strategy F-3 of the 2002-2007 Six-Year Transit Development Plan by linking near-term investment in public transportation with long-term sustainable growth and economic development will be developed and sustained. The Service Partnership strategy is intended to act as a tool to help local jurisdictions, developers, and employers become partners in offering new transit service to meet growth targets and improve transit market share to support employee commuting.

Service partnerships are possible in many areas of the county and are targeted but not limited to designated urban, manufacturing and industrial centers in King County. The Service Partnership program is intended to be applied to Metro bus service operated primarily on local streets and arterials and not bus service operated primarily on state or interstate highways where traffic operations are not managed by the local jurisdiction.

GUIDELINES GOVERNING SERVICE PARTNERSHIPS

- ***Reserve up to 90,000 annual service hours funded by the additional one-tenth of one percent sales tax for this purpose. An additional 30,000 annual service hours may be allocated if demand for service partnerships countywide exceeds the initial setaside.*** New service partnership hours implementation shall be limited to no more than one-half of the new service hours funded by the additional one-tenth of one percent sales tax implemented in any calendar year. Subject to the terms of the agreements as described below, service will be managed by Metro, available to the general public, and required to be operated only so long as the relevant service partnership agreement remains in place.
- ***Enter into Service Partnership agreements.*** Metro shall establish service partnership agreements where public and private entities have an economic incentive to create or sustain population and economic growth by increasing transit availability, and located where transit service investments will generate the most riders. The agreement may include a single partner entity or group of public or private partners. The term "partner" as used in this Exhibit shall refer to either single partner or partnership groups.
- ***Types of Service Partnerships.*** Service Partnership hours may be implemented under two types of partnerships.

- **Direct financial participation:** A partner that wishes to implement additional service on existing routes or establish new routes may do so by agreeing to pay towards the fully allocated cost of providing the service. Metro's resources in an amount equal to double those of the partner will remain in the operation of the bus route(s) mutually agreed to by Metro and the partner as long as the partner's financial contribution continues. For example, when Metro provides a match equal to double the participation of a partner that contributes \$200,000 annually, the \$600,000 in combined partner and Metro funds would enable implementation of about 6,000 annual service hours.

When a partner wishes to implement additional service on an existing route or routes, a minimum financial commitment of \$100,000 per year for five years is required to establish a partnership agreement.

When a partner wishes to implement additional service to establish a new route or routes, a minimum financial commitment of \$200,000 per year for five years is required to establish a partnership agreement.

- **Criteria for direct financial partnerships with public agencies:** Metro will establish criteria, for approval by the Council, for awarding direct financial partnerships with public agencies that include as one priority partnership agreements that enhance transit circulation within and between urban centers and activity areas (i.e. circulators or ride-free areas) consistent with King County Metro Six-Year Transit Development Plan Service Strategy S-13. The criteria for such partnership urban circulation service shall focus investments in high-density, mixed-use areas through the establishment of minimum qualifying thresholds for housing and employment concentrations and shall support enhancement of existing transit centers through provision of frequent connections between transit centers and major destinations.
- **Transit speed and reliability project participation:** Service hours will be provided when a partner makes a capital investment or traffic operations change to create a transit speed and reliability benefit along a continuous *RapidRide* corridor, or "core service connection" corridor as designated in Metro's Six-Year Transit Development Plan. Speed and reliability projects on *RapidRide* corridors will have a higher priority than projects in other corridors. Metro will provide a match of 5,000 annual service hours for each core route along the designated corridor. Such match will be provided when the investment or traffic operations changes are projected to result in transit speed improvements of 10% or more on each affected core route(s) for the twelve core hours of week day operation. The projection of speed improvements shall be made by Metro. The methodology for projecting speed improvements may be based on the following principles or on other principles agreed to by Metro and a partner:
 - Changes in speed will be derived from the measurement of travel time savings in both directions along a core service connection corridor.

- The current core route speed will be measured for a six-hour weekday combined a.m. and p.m. peak period, and for a six-hour weekday midday period, between the geographic limits of the corridor as defined in Metro's Six-Year Transit Development Plan Strategy S-3.
- The 10% or greater speed increase must be achieved in both the peak period and the midday period
- The projected speed increases will be derived based on accepted transit industry engineering simulation and modeling practices, assuming current levels of traffic congestion and ridership.

Metro's service investment will begin after completion of the capital project or implementation of the traffic operations changes. The resulting service investment shall be considered an ongoing part of the system in the local jurisdiction(s) where the capital investment exists or so long as the traffic operations change remains in place.

Participation based on Transit Speed and Reliability projects includes the following steps and milestones:

1. Agreement signed between Metro and a partner which has agreed to construct capital improvements or modify traffic operations, or both, that Metro forecasts will achieve transit speed improvements of ten percent or greater on each of the subject core routes on the identified corridor.
 2. Metro reserves service hours in its financial plan to be implemented following agreed date for project completion. Upon approval of the agreement and appropriation in Metro's Public Transportation Fund annual budget and six-year financial plan, the service hours shall be considered committed to the partner, contingent on the completion of the project as detailed in the agreement between Metro and the partner.
 3. New service hours are implemented at the regularly scheduled Metro service change following project completion.
 4. Metro and its partners shall commit to monitor transit performance on the core route(s) that were improved for a period of five years and to take action, as needed, to sustain the improved operation.
- ***Prioritize service partnerships to reward complementary actions to improve the transit and pedestrian environment.*** Direct financial participation partnerships shall be given priority for implementation over transit speed and reliability project participation partnerships. Prospective partners with transit speed and reliability projects that implement or provide the following complementary actions will receive priority for partnership resources.
 - Parking management actions that reduce parking supply or increases its cost, or both;

- Additional traffic operations management actions that achieve transit priority, and
 - Pass subsidy and promotional programs that achieve higher ridership
- ***Establish partnerships within five years.*** If no partnership agreements are established within five years, the unused reserved service partnership resources will be distributed using the regular service allocation formula. If partnership agreements are established within eight years but do not use the entire amount of Metro funded partnership hours, the remaining balance shall be distributed using the regular service allocation formula.
 - ***Service Partnership Awards.*** Service partnerships shall be awarded consistent with the provisions of K.C.C. 28.94.020 governing council review of proposed new bus routes or changes to established routes. Prior to entering into service partnership agreements they shall be reviewed by the Transportation Committee and approved by the Council. The department is encouraged to pursue partnerships with eligible jurisdictions and private entities throughout King County. Council approval shall not be unreasonably withheld from partnership proposals that meet the objectives, guidelines and implementation strategies of the service partnership program.

5. Transit Now Additional improvements

OBJECTIVE

Implement Strategy S-8 of the 2002-2007 Six-Year Transit Development Plan by improving non-fixed route services to areas not easily served by traditional transit products with actions such as expanding ACCESS paratransit service to cover gaps within the fixed route coverage areas and providing incentives to promote expansion of VanPool, VanShare and Ridematch programs. Improved ridematching tools will make it easier for county residents to find carpool or vanpool riders. Make targeted investments as appropriate to increase convenience for pedestrians and cyclists at park and rides and transit centers.

SERVICE AREA

Countywide within the Urban Growth Boundary, Metro will identify gaps within the fixed-route coverage areas and provide service via the Community Transportation Program for ACCESS paratransit. Efforts will be made throughout the Puget Sound Region to expand the use of the VanPool, VanShare and ridematch programs and, within the Metro fixed-route coverage area, to improve non-motorized access to transit.

**Transit Now
Core Service Connections and High Ridership Corridors**

Description		
Between These Places		Via Primary Corridor and Destination
Auburn	Kent	Auburn Way
Auburn/GRCC	Federal Way	15th St. SW, Lea Hill Rd.
Ballard	University District	NW Market St., N. and NE 45th St.
Beacon Hill	Downtown Seattle	Othello/New Holly Station, Beacon Ave. S.
Bellevue	Bear Creek	Overlake
Bellevue	Eastgate/BCC	Lake Hills Connector, 148th Ave. SE
Bellevue	Renton	Coal Creek Parkway, Factoria, Newcastle
Bellevue	University District	SR-520
Burien	Downtown Seattle	Ambaum Blvd. SW, Delridge Way SW
Capitol Hill	Seattle Center	Denny Way
Des Moines ¹	Downtown Seattle	1st Ave. S., SR-509, E Marginal Way S
Issaquah	Bellevue	I-90, BCC
Issaquah	Redmond	228th Ave. SE, NE Sammamish
Kent	Burien	KDM rd., S 240th St., 1st Ave. S.
Kent ¹	Four Corners	SE Kent Kangley Rd.
Kent ¹	Green River CC	E James St., 124th Ave. SE
Kent	Renton	Smith St., Benson Rd., Carr Rd.
Kent	SeaTac	Orillia Rd., S. 212th St.
Kent	Downtown Seattle	W. Valley Hwy., Southcenter Blvd., Interurban Ave. S, I-5
Kirkland	Bellevue	Lake Washington Blvd. NE, Bellevue Way NE
Kirkland	Eastgate/Factoria	156th Ave., Overlake, Crossroads Mall, BCC, Eastgate
Kirkland ¹	Redmond	Avondale Rd. NE, NE 85th St.
Kirkland	Downtown Seattle	108th Ave. NE, SR-520
Northgate	Downtown Seattle	I-5
Queen Anne	Downtown Seattle	Queen Anne Ave. N
Redmond	Eastgate/Factoria	148th Ave., Crossroads Mall, BCC, Eastgate
Renton	Burien	SW Grady Way, S 154th St.
Renton	Downtown Seattle	Martin Luther King Jr. Way S, I-5
Shoreline ¹	Kenmore	SR 104/Ballinger Way, Lake Forest Park
University District	Downtown Seattle	Eastlake Ave. E., Fairview Ave. N.

¹ High Ridership Corridor not identified as a Core Service Connection in Metro's Six-Year Transit Development Plan for 2002 to 2007.