

King County Metro Transit

Status Report on Metro Transit's Regional Planning Effort

(In Response to Motion 15252)

May 31, 2019

Prepared for:
King County Council

Prepared by:



Metro Transit Department
King Street Center, KSC-TR-0415
201 S Jackson St.
Seattle, WA 98104
www.kingcounty.gov/metro

Alternative Formats Available
206-477-4287 TTY Relay: 711

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Executive Summary

As a mobility agency, King County Metro Transit moves people throughout King County. It is our duty to provide mobility opportunities to all people in the county in a way that supports healthy communities, a thriving economy, a sustainable environment, and equity and access to opportunities. METRO CONNECTS, Metro's adopted long-range plan, articulates a vision for 70 percent more service by 2040, so we can continually move more people and help achieve these outcomes.

This report responds to Motion 15252, which requests a status report by May 31, 2019, on the progress of a regional planning effort to address the implementation of METRO CONNECTS,¹ King County Metro's long-range transit service and capital plan, as well as the ongoing needs of King County's transportation infrastructure.

Regional Planning Effort. Motion 15252 asks the Executive to work in coordination with the Council to initiate a regional planning effort related to METRO CONNECTS implementation during 2019. The Executive and Metro leadership have begun meeting with members of the King County Council, Regional Transit Committee, and elected leaders from the City of Seattle and suburban cities to discuss regional transit needs and opportunities for action.

Metro staff have also begun meeting with transit stakeholders and community members to explore the needs community members have for transit, particularly for priority populations who may have historically had less access to transit and other opportunities. We are framing these conversations within the context of how we can most effectively implement our adopted policies and plans, including the METRO CONNECTS vision, as well as on how we can enhance and update those plans through a mobility framework that is centered on sustainability, equity, and racial and social justice.²

As these conversations are underway, Metro has begun an analysis of potential funding options for the regional transit system, reflecting both the funding needs identified through METRO CONNECTS and also the 2020 expiration of the City of Seattle's voter-approved, six-year Proposition 1 transit funding measure.³ A list of potential funding sources available to the King County Transportation Benefit District (KCTBD),⁴ King County Metro, and King County government overall is attached as Appendix A.

Updated Information. Motion 15252 requests that Metro prepare updated information to supplement METRO CONNECTS to adjust for increased population growth, increasing regional congestion, inflation and construction costs, regional mobility needs, and innovations in transportation.

¹ METRO CONNECTS was adopted by the Council by Ordinance 18449.

² The Council requested development of this mobility framework through Motion 15253.

³ Proposition 1, which was approved by Seattle voters in November 2014, provides for a 0.1% sales tax and \$60 vehicle license fee (with a \$20 rebate for low-income individuals, and supplementing a \$20 councilmanic vehicle license fee that had been implemented in 2010) for enhanced bus service within the City of Seattle. In 2020, Seattle will purchase nearly 390,000 bus service hours from Metro using this voter-approved funding.

⁴ The KCTBD was created in 2014 through Ordinance 17746.

This work has begun with the help of a consultant team directed by Metro staff.

The effort to prepare updated information to guide our progress in implementing the METRO CONNECTS vision is being carefully coordinated with the development of the mobility framework described above. The updated information, along with the recommendations in the mobility framework, will lead to proposals for updates to Metro's adopted policies, as well as to recommendations for programs, services, investment strategies, and funding options, all with the goal of meeting the region's transit needs in a way that better advances sustainability, equity, and racial and social justice.

The updated information requested by Motion 15252 is anticipated to be prepared by the end of August 2019, with the full mobility framework anticipated to be completed by the end of October 2019. Strategies for funding the METRO CONNECTS vision, such as the modeling of potential funding sources, recommendations to mitigate potential regressive aspects of available funding sources, or a proposal for a regional funding measure will be developed as directed by elected officials.

The regional planning effort outlined in this status report is focused on the service and capital investments required for the regional transit system, which include improvements in the right-of-way to enhance transit speed and reliability and around transit stops to improve access to transit. This report does not address the broader funding needs of the regional roads and bridges network. However, Metro has been coordinating with the Roads Services Division to ensure that the findings from its Regional Transportation System Initiative (RTSI) on the investments needs of the County's roads and bridges network are used to inform our planning for mobility options to serve all members of the community.

Engagement. Motion 15252 asks the Executive to work with the Council to convene regional leaders to develop a regional funding plan to implement METRO CONNECTS, while consulting with representatives from communities historically lacking in access to or underserved by transit; the Sound Cities Association; the City of Seattle; members of the former Roads and Bridges Task Force; King County's regional transportation boards; and other organizations so as to ensure that a broad representation of regional leaders is convened.

This engagement effort is underway. The Executive and Metro leadership have begun meeting with Councilmembers and local elected leaders to explore options to meet the region's mobility needs. These conversations will continue over the coming months. They will be enriched by input from community members and transit stakeholders, and with leadership from an equity cabinet that will be assisting with the development of Metro's mobility framework.

Next Steps. METRO CONNECTS outlines an ambitious long-range vision for our regional transit network. Work underway this year, at the Council's request, will guide next steps on potential funding options for that regional transit vision. Our related effort to develop a mobility framework will provide recommendations for updated policies to enhance sustainability and equity in our regional transit system.

Introduction

In January 2017, the King County Council passed Ordinance 18449, which adopted METRO CONNECTS, a long-range transit service and capital plan that was developed with input from transportation stakeholders, the Council and Executive, partner jurisdictions, and riders. METRO CONNECTS builds on Metro's Strategic Plan for Public Transportation and Service Guidelines,⁵ as well local jurisdictions' land use plans. The development of METRO CONNECTS was guided by the challenges Metro faces, including population and economic growth, demographic changes, funding, environmental sustainability, customer service and satisfaction, access to transit, the need to build complementary capital projects for transit service, an evolving transportation system, and the emergence of new technologies.

METRO CONNECTS outlines a vision for a 70 percent increase in bus service hours by 2040, accompanied by significant capital investments in fleet, operating base capacity, passenger access and facilities, transit pathways and other needs. However, it estimates that, by 2040, existing funding sources will only be able to fund approximately 30 percent of the additional capital costs and 50 percent of the service hours identified.

In response to this gap between the vision outlined in METRO CONNECTS and currently available funding, the Council passed Motion 15252 in November 2018, expressing support for regional planning, coordination, and funding efforts to address the implementation of METRO CONNECTS, as well as the ongoing needs of the county's transportation infrastructure.

This status report responds to Motion 15252, which requests:

A. The King County executive, working in coordination with the King County council, should initiate a regional planning effort during 2019 to address the implementation of METRO CONNECTS, King County Metro's long-range transit service and capital plan, as well as the ongoing maintenance needs of King County's transportation infrastructure.

B. To prepare for the regional planning effort, King County Metro should prepare updated information to supplement METRO CONNECTS to adjust for increased population growth, increasing regional congestion, inflation and construction costs, regional mobility needs and innovations in transportation.

C. During the first and second quarters of 2019, the King County executive should work collaboratively with the King County council to develop and propose a strategy to convene regional leaders to develop a regional funding plan to implement METRO CONNECTS and explore ways to support the ongoing maintenance needs of King County's transportation infrastructure. In developing the proposed strategy, the executive should consult with representatives from communities historically lacking in access to or underserved by transit, the Sound Cities Association, the city of Seattle, the former roads and bridges task force,

⁵ The Strategic Plan for Public Transportation and Service Guidelines were adopted by the Council by Ordinance 18301.

King County's regional transportation boards and any other organization necessary to ensure that a broad representation of regional leaders is convened.

D. The King County council requests the King County executive to report on the status of the regional planning effort by May 31, 2019. The report should be filed in the form of a paper original and an electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers.

A. Regional Planning Effort

Motion 15252 asks the Executive to work in coordination with the Council to initiate a regional planning effort related to METRO CONNECTS implementation during 2019.

This requested effort is currently underway. The Executive and Metro leadership have begun meeting with members of the King County Council, Regional Transit Committee, and elected leaders from the City of Seattle and suburban cities to discuss regional transit needs and opportunities for action.

Metro staff have also begun meeting with transit stakeholders and community members to explore the needs community members have for transit, particularly for priority populations who may have historically had less access to transit and other opportunities. We are framing these conversations within the context of how we can most effectively implement our adopted policies and plans, including the METRO CONNECTS vision, as well as on how we can enhance and update those plans through a mobility framework that is centered on sustainability, equity, and racial and social justice.⁶

As we engage in this regional planning effort, we understand that, while King County is a great place to live, learn, work, and play for many people in our region, we have deep and persistent inequities—especially by race and place—that in many cases are getting worse. These inequities threaten our collective prosperity. We understand that how we approach our work is just as important as what we seek to accomplish. The King County Strategic Plan for Equity and Social Justice commits us to being pro-equity, which means being racially just and inclusive, and consistently taking action to eliminate the root causes of structural racism.

Our work at Metro seeks to align with the County's focus of leading with racial justice, as the most persistent and detrimental disparities are starkest when we look at race. By leading with racial justice we are committing to taking on the root causes of our most challenging problems and to focus where we can have the biggest impact and needs are greatest. While there are many other types of discrimination and oppression – and none are acceptable – race is where the disparities are the greatest. For example, one of the Determinants of Equity is access to safe and efficient transportation. According to the 2015 King County Determinants of Equity Baseline Project Report, low-income riders are more likely than higher income riders to say they depend

⁶ The Council requested development of this mobility framework through Motion 15253.

on Metro for “All” and “Most” of their transportation needs, while minority riders are more likely than non-minority riders to depend on Metro for “Most” of their transportation needs.

Transportation is more than an essential public service. It is a human right, the absence of which affects human dignity and access to the opportunities needed to thrive in our society. Effective transit service and infrastructure are vital for sustaining and reinforcing community through the safety and health of its residents.

Metro has worked to develop and implement a regional transit system that serves people throughout our county. Metro does this work within a highly developed and regulated set of adopted policies and requirements that includes:

- Federal funding requirements,
- King County Code requirements for Metro services and fares,
- Policy guidance adopted by the County Council, including the strategic plan, Service Guidelines, long-range plan, and fund management policies, and
- A well-developed review process with the Council and the Regional Transit Committee.

This adopted policy “infrastructure” sets our policy direction and guides our actions. Metro’s policy documents are updated regularly to reflect changing conditions, emerging community needs, and direction from elected officials.

Our adopted policies give us clear direction for the services we provide and the investments we make. For instance, Metro’s adopted Service Guidelines include criteria for the allocation of bus service that provide for productivity of routes; geographic value, to serve all communities in the county; and social equity, to serve all people, with a focus on priority populations, particularly low-income, people of color, and those with limited English proficiency. These criteria form the basis for our recommendations for new or expanded transit service around the region, as well as for recommendations for alternative services and other innovative approaches to meet community mobility needs.

That said, there is more work still to be done. With guidance from community members and following the leadership of local elected officials, we must continue to evaluate and update our existing policies to advance equity, racial, and social justice and to ensure we meet our climate change goals; and we must secure the funding needed to turn those policies into action.

We are addressing this needed work this year in two ways:

- First, we are in the process of developing a framework for the equitable and sustainable implementation of mobility, as directed by Motion 15253; and
- Second, as directed by Motion 15252, we are engaged in a regional planning effort in coordination with local elected officials, stakeholders and community members to explore options to address the ongoing funding gap between the vision articulated in METRO CONNECTS and our projections for available funding.

As we work with regional leaders on transit funding, we start from the understanding that the 2040 METRO CONNECTS vision, which calls for a 70 percent increase in bus service hours by

2040, along with significant capital investments in fleet, operating base capacity, passenger access and facilities, transit pathways and other needs, is not fully funded. Current estimates indicate that existing funding sources will cover Metro can to fund only about 30 percent of the additional capital costs and 50 percent of the service hours identified by 2040.

This funding gap could be intensified by the expiration of the City of Seattle's Transportation Benefit District funding measure (Proposition 1) at the end of 2020. Proposition 1, which was approved by Seattle voters in November 2014, provides for six years of funding for enhanced bus service within Seattle through a 0.1% sales tax and \$60 vehicle license fee (with a \$20 rebate for low-income individuals, and supplementing a \$20 councilmanic vehicle license fee that had been implemented in 2010). By 2020, Seattle will be purchasing nearly 390,000 bus service hours a year from Metro, or about 10% of the total system service hours, using this voter-approved funding under the terms of a transit service funding agreement that was approved by both the County Council and Seattle City Council in 2015.⁷

To address these needs and to plan for our future regional transit system, Metro has prepared a summary of existing and potential future funding sources, organized by funding sources that are currently available to Metro Transit for transit purposes; to the King County Transportation Benefit District (KCTBD); and to King County overall. This summary can be found in Appendix A.

In addition to our research on potential funding options, Metro has incorporated an analysis of updated travel demand needs, as well as service and capital costs, into our work developing mobility framework. This framework, which was requested by the Council through Motion 15253, is anticipated to be completed and transmitted to the Council and Regional Transit Committee for review by the end of October 2019.

The mobility framework will allow us to recommend updates to our existing "policy infrastructure." It will also inform recommended updates to policies, programs, services, investment strategies, and funding options to implement the regional transit system in a way that better advances sustainability, equity, and racial and social justice through our operations. In addition, it will guide the updates to transportation goals and objectives in the 2020 update to the Strategic Climate Action Plan, the 2023 major update to the King County Comprehensive Plan, and the development of Metro's proposed 2021-2022 biennial budget and six-year capital program.

Over the next several months, the King County Executive and Metro leadership will continue engaging in conversations with County Councilmembers, Regional Transit Committee members, elected officials from the City of Seattle and suburban cities, and colleagues at partner transit agencies to discuss regional transit needs and potential funding sources and approaches to achieve the vision articulated in METRO CONNECTS.

At the same time, Metro will continue to engage with transit stakeholders and community members on guiding principles to inform the development of the mobility framework.

⁷ Ordinance 17978

This regional planning effort will benefit from guidance from the Council and Regional Transit Committee, as well as from an equity cabinet that will provide ongoing review of the development of Metro's mobility framework.

The regional planning effort will incorporate information about:

- City of Seattle / Seattle Transportation Benefit District planning around the future of its Proposition 1 funding for transit service;
- The METRO CONNECTS vision for regional transit service and capital investments, as updated with information on regional travel trends and costs developed with the help of a consultant team;
- Information about travel trends and needs throughout the county;
- Funding sources and amounts (as well as opportunities to advance equity and to mitigate the potential for regressive impacts) that are available to the King County Transportation Benefit District and to King County as a government, including sales tax, vehicle license fee, property tax levy lid lift, and excess property tax levy, and potential new funding sources that could be sought through the Washington State Legislature;
- Opportunities to coordinate with regional partners – including jurisdictions and transit agencies – to partner in providing capital improvements that could enhance the speed and reliability of our regional transit network and improve access to transit;
- Opportunities to identify and fund transit equity investments to ensure that people and jurisdictions throughout the county have equitable access to transit; and
- Opportunities to coordinate with jurisdictions around the county to encourage the provision of affordable, transit-oriented development and the implementation of the recommendations from the Regional Affordable Housing Task Force to ensure that people of all income levels can live near high-capacity transit.

Motion 15252 asked that the regional planning effort include information about the “ongoing maintenance needs of King County’s transportation infrastructure.” The regional planning effort described in this status report will address infrastructure needs related to the regional transit system, specifically:

- Improvements to the right-of-way to improve transit speed and reliability (such as signal improvements, changes to parking, bus layover space, etc.),
- Improvements on or near the right-of-way to increase access to transit (such as transit stop amenities, sidewalks, and alternative modes of travel to transit, etc.), and
- The capital needs of the transit network itself (such as bus base capacity, electric charging infrastructure, etc.).

Metro's planning effort will not directly include the investment needs of the County's roads and bridges network. However, our planning effort will complement the Regional Transportation System Initiative (RTSI), which was completed in 2018 by the Roads Services Division on the funding needs of the County's roads and bridges.

The RTSI effort was jointly convened by King County and the Sound Cities Association to define the regional transportation network and its unmet needs and to identify ways to improve network performance on the roads, streets, and routes that connect communities. The RTSI [final report](#) noted that the “regional network of major and minor arterials, and other connecting roads in King County, is at a critical juncture with aging infrastructure, declining revenues, and an expanding economy.” The RTSI effort defined the regional road network in King County; identified costs and the unmet financial needs for roads on the regional network; and considered and discussed several revenue options and other ideas for addressing regional road network needs.

Going forward, King County and its partner jurisdictions have committed to work together to find solutions for the long-term unmet needs, of the regional roads and bridges network, estimated at \$7.5 billion through 2040.

Regional road and regional transit needs are complementary, and both are vital parts of the services King County provides. As the RTSI effort continues at the State Legislature, Metro's regional planning effort will focus on the infrastructure and capital needs required for the regional transit system.

B. Updated Information

Motion 15252 asks Metro to prepare updated information to supplement METRO CONNECTS to adjust for increased population growth, increasing regional congestion, inflation and construction costs, regional mobility needs, and innovations in transportation. Metro will be preparing this updated information over the next several months with the help of a consultant team. This updated information will be prepared in coordination with the body of work needed to help Metro develop the mobility framework requested by Motion 15253, and will include:

- **Travel Trends.** Updated information on travel trends, focused around an assessment of current conditions and relevant future trends and patterns that affect ridership and mobility, including assessments of:
 - Travel demand patterns;
 - Job growth;
 - Population growth;
 - Customer preferences;
 - Community expectations of Metro;
 - Other elements that affect ridership, including gas prices, car ownership, alternative modes of transportation, land use zoning and development, including affordable housing, and parking pricing and affordability;
 - Specific conditions, trends, and mobility needs for people of color, low-income communities, and other priority populations;
 - Coordination with new and changing Sound Transit services; and
 - Current progress and forecasts for key performance measures identified in METRO CONNECTS, including metrics for the county as a whole and for specific demographics and geographies.

- **Service and Capital Costs.** A review of cost assumptions used for METRO CONNECTS to determine feasibility and a better understanding of total resource needs, including evaluation of and updates for:
 - Capital cost assumptions used to account for inflation and increasing capital costs, including updated life cycle costs of capital facilities necessary to keep the system in a state of good repair;
 - Cost information for Metro's Fleet, Technology, and Fixed Asset portfolios;
 - Service hour cost estimates for METRO CONNECTS;
 - Overall key cost drivers and areas of increased costs compared to original assumptions;
 - Implications of updated cost assumptions on METRO CONNECTS identified service network, capital projects, and capital project categories, including recommended updates to project list timelines; and
 - Updated total estimated service and capital costs for 2025 and 2040.

This updated information will inform the potential development of funding options to fund the regional transit system envisioned in METRO CONNECTS in a way that promotes equity and sustainability and that mitigates potential regressive impacts of available funding sources. In addition, this updated information will be incorporated into the mobility framework, which will be used to recommend future updates to Metro's adopted policies.

C. Engagement

Motion 15252 asked that in planning for the funding and implementation of the METRO CONNECTS vision, the Executive "consult with representatives from communities historically lacking in access to or underserved by transit, the Sound Cities Association, the city of Seattle, the former roads and bridges task force, King County's regional transportation boards and any other organization necessary to ensure that a broad representation of regional leaders is convened."

That consultation and engagement is currently underway. The Executive and Metro leadership have begun consulting with County Councilmembers, the Regional Transit Committee, and elected officials from the City of Seattle and suburban cities. Metro staff have meanwhile begun an engagement effort with transit stakeholders, and community members on how best to center our mobility system in sustainability, equity, and racial and social justice, as well as on how to implement our regional transit system vision, as articulated in METRO CONNECTS.

This outreach and engagement will continue during the coming months with leadership from an equity cabinet that will shape guiding principles for the equitable and sustainable implementation of mobility. These guiding principles will set the stage for recommended updates to Metro's policies.

As the work proceeds, the Executive and Metro leadership will continue their consultations with Councilmembers, the Regional Transit Committee, and local elected leaders.

These engagement efforts will inform recommendations to evaluate and potentially proceed with funding options for the implementation of the METRO CONNECTS long-range transit vision. Funding options and alternatives will be developed and evaluated as desired by elected leaders. Any funding options will be designed to function within Metro's existing adopted policies (as noted above, Metro's strategic plan, Service Guidelines, long-range plan, and fund management policies are all subject to adoption by the Council), as well as the King County Code requirements that regulate Metro's services and fares.

Next Steps

The adoption of METRO CONNECTS in 2017 outlined an ambitious, long-range vision for a regional transit network. Work underway this year, at the Council's request, will guide next steps on potential implementation and funding options for the METRO CONNECTS regional transit vision. An overview of potential funding options can be found in Appendix A to this report. Further financial modeling and the development of specific funding proposals will be carried out as requested by elected officials.

Evaluation of funding options will be enriched by efforts currently underway to develop a mobility framework centered on sustainability, equity, and racial and social justice. Development of the framework will help us recommend updates and adjustments to adopted policies to reflect population growth, increasing costs, the emergence of new mobility technologies, and strategies to enhance equity and sustainability in the services we provide.

The work needed to engage in the regional planning effort and prepare the mobility framework will be accomplished by Metro staff with the assistance of a consultant team, and will be advised by an engagement effort led by an equity cabinet and including engagement with regional partners, transit riders, and local communities, including but not limited to low-income populations, communities of color, immigrants and refugees, and limited English speaking populations.

APPENDIX A: Summary of Potentially Available Funding Sources

King County Transportation Benefit District (KCTBD) Funding Authority

RCW 36.73 allows for the creation of local Transportation Benefit Districts. In 2014, King County created the KCTBD with Ordinance 17746. The KCTBD's geographic boundaries are those of King County. It is governed by a board made up of the members of the King County Council. RCW 36.73 provides funding authority for Transportation Benefit Districts.

Funding Source	Authorizing Statute	Voter Approval Needed?	Max Rate	Max Term	Amount Raised per Increment ⁸
Non-voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(B); 36.73.065	No	\$50 <i>(over time, in increments of \$20, \$20, \$10)</i>	No restriction	\$13.7M/year per \$10
Voted Vehicle License Fee	RCW 82.80.140; 36.73.040(3)(B); 36.73.065	Yes	\$100	No restriction	\$13.7M/year per \$10
Sales Tax	RCW 82.14.0455; 36.73.040(3)(a)	Yes	0.2%	10 years <i>(plus 2nd 10 years with vote, can be longer if bonded)</i>	\$75M/year per 0.1%
Development Impact Fee	RCW 36.73.040(3)(c); 36.73.120; 39.92.040; 39.92.030	No <i>(Must be reasonably necessary as a result of the impact of development)</i>	Must be linked to development impact	One-time <i>(Can be paid over 5+ years, must be spent within 6 years)</i>	Depends on size of fee, geographic area where fee is applied
Tolls	RCW 36.73.040(3)(d)	Yes	As limited by the Transportation Commission and voters	As limited by the Transportation Commission and voters	Depends on size of toll, geographic area where toll is applied
Property Tax Excess Levy	RCW 36.73.060; 84.52.056; Article VII, 2(a)	Yes <i>(60% approval, plus required percentage of participation of previous election)</i>	In excess of 1% limit	1 year <i>(Up to 40 years if bonded)</i>	\$68M/year per \$0.10/\$1,000 AV
Local Improvement District (LID)	RCW 36.73.080	No	Up to amount of special benefit to property owners	No more than 30 years for term of bonds	Depends on size of fee, geographic area of LID

⁸ Amount raised is based on 2017 King County median household income of \$83,571 for the sales tax; car ownership rate of two cars/household for the vehicle license fee; or a median home value of \$582,000 for the property tax.

Metro Transit Funding Authority

As a transit agency, Metro Transit is granted a number of funding sources by State law. Some of these sources can fund both operations and capital. Some are limited to specific capital or operating purposes. Metro is currently imposing the maximum allowed sales tax. Other funding sources could be imposed, though in some cases are similar to or the same as funding authority available to King County government.

Funding Source	Authorizing Statute	Voter Approval Needed?	Max Rate	Max Term	Amount Raised per Increment ⁹
Sales Tax	RCW 82.14.045; RCW 35.58	Yes	0.9% <i>(NOTE: Metro is currently imposing sales tax at the maximum rate)</i>	No limit	\$75M/year per 0.1%
Property Tax Excess Levy	RCW 35.58.116.	Yes <i>(60% approval, plus 40% participation of previous election)</i>	In excess of 1% limit	1 year	\$68M/year per \$0.10/\$1,000 AV
GO Bonds With Excess Levy	RCW 35.58.116; RCW 84.52.056; RCW 35.58.450.	Yes <i>(60% approval, plus 40% participation of previous election)</i>	In excess of 1% limit	Term of bonds <i>(up to 40 years)</i>	\$68M/year per \$0.10/\$1,000 AV
B&O Taxes For Businesses	RCW 35.95.040; RCW 82.04	No	As determined by Council <i>(NOTE: Cannot be imposed if sales tax is imposed)</i>	N/A	Depends on rate, types of businesses affected
Excise Tax on Residents	RCW 35.95.040	No	\$1 <i>Per month per housing unit (NOTE: Cannot be imposed if sales tax is imposed)</i>	N/A	\$10.8M/year per \$1

⁹ Amount raised is based on 2017 King County median household income of \$83,571 for the sales tax; a median home value of \$582,000 for the property tax; or a total of 902,107 housing units for the excise tax (based on American Community Survey 2013-2017 five-year estimates).

King County Funding Authority for Transit Purposes

King County, as a government, has a number of funding sources available that can be used to fund transit. Some of these sources can also be used for other purposes (and in some cases are already being used for other purposes).

Funding Source	Authorizing Statute	Voter Approval Needed?	Max Rate	Max Term	Amount Raised per Increment ¹⁰
Sales Tax¹¹	RCW 82.14.030(1); RCW 82.14.040	No	0.5%	N/A	\$75M/year per 0.1%
Sales Tax¹²	RCW 82.14.030(2); RCW 82.14.040	No	0.5%	N/A	\$75M/year per 0.1%
General County Levy Authority	RCW 36.40.090 (budget)	--	This revenue source is usually fully budgeted	N/A	\$68M/year per \$0.10/\$1,000 AV
Property Tax Excess Levy Capital GO Debt	RCW 84.52.056	Yes (60% approval, plus 40% participation of previous election)	In excess of 1% aggregate limit	Term of bonds (up to 40 years)	\$68M/year per \$0.10/\$1,000 AV
Property Tax Single Year Levy Lid Lift (Temporary)	RCW 84.55.050(1); WAC 458-19-045	Yes	Limit factor is 101% after first year	As on ballot (No more than 9 years if for debt service)	\$68M/year per \$0.10/\$1,000 AV
Property Tax Single Year Levy Lid Lift (Permanent)	RCW 84.55.050(1)	Yes	Limit factor is 101% after first year	Bump in year one (No more than 9 years if for debt service)	\$68M/year per \$0.10/\$1,000 AV
Property Tax Multi-Year Levy Lid Lift (Temporary)	RCW 84.55.050(2); RCW 84.55.050(5)	Yes	Specify limit factor for years 2-6 (Reverts to 101% after year 6)	As on ballot (No more than 9 years if for debt service)	\$68M/year per \$0.10/\$1,000 AV

¹⁰ Amount raised is based on 2017 King County median household income of \$83,571 for the sales tax; or a median home value of \$582,000 for the property tax.

¹¹ If the County imposes 0.5%, the cities may not impose more than 0.0425%

¹² If a city imposes this tax up to the maximum rate, the city must provide the County 15% of the tax.

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Property Tax Multi-Year Levy Lid Lift (Permanent)	RCW 84.55.050(2); RCW 84.55.050(5)	Yes	Specify limit factor for years 2-6 <i>(Reverts to 101% after year 6)</i>	As on ballot <i>(No more than 9 years if for debt service)</i>	\$68M/year per \$0.10/\$1,000 AV
Road Improvement Districts	RCW 36.88	No	Owners "specially benefited"	Tied to term of debt	Depends on level, geographic area
County Transit Property Tax Additional Regular Levy ¹³	RCW 84.52.140	Yes	\$.075 per \$1,000 AV	None	\$51M/year per \$.075/\$1,000 AV

¹³ First \$.01 must be used to add capacity to SR520, remainder for "transit related expenditures"