

ILLUSTRATIVE ONLY – CHANGES FROM TRANSMITTED DOCUMENT ARE MARKED

Attachment A



**King County**

# **Transit-Oriented Development Bond Allocation Plan**

**Department of Community and Human Services**

**May 2016 Updated July 13, 2016**

Updated July 13, 2016

## Executive Summary

In 2015, the Washington Legislature passed Substitute House Bill 1223, which became Chapter 102, Laws of Washington 2015. The act provided King County the authority to bond against future hotel/motel tax revenue for the purpose of creating transit-oriented affordable housing. King County will use these funds, anticipated to be approximately \$48 million, for focused affordable housing investments near high capacity transit nodes. The King County Executive proposes that investments be made countywide and equally shared between South King County, North/East King County and the City of Seattle over time. King County will make funds available through competitive procurement processes, anticipated to occur in 2016 and 2017. Thereafter, the hotel/motel tax revenue is anticipated to be approximately \$7 million per year and will be used to continue support of transit-oriented affordable housing projects countywide.

## Introduction

King County is committed to creating a region where all households have an equitable opportunity to be healthy, happy, self-reliant and connected to community. A key component to that success rests at the intersection of housing and transportation. While there is widespread recognition that housing costs in King County are rising more rapidly than many households can sustain, equally important is the impact of transportation costs, particularly as people seek lower cost housing in more suburban locations. Only by considering housing and transportation together can King County work to ensure that our region is affordable for all residents.

Towards this end, King County is actively working to promote transit-oriented affordable housing. National research and anecdotal evidence show that housing costs rise more quickly near ~~locations served by high capacity transit (defined as fixed rail, bus rapid transit or other high frequency bus stops)~~ transit stations. And absent focused, direct interventions, affordable housing near these transit nodes will diminish over time as market rate developers seek higher returns. This deprives many households access to quality housing that also brings the monetary advantage of low-cost transportation. For these reasons, transit-oriented affordable housing investment should be prioritized in high capacity transit areas, defined as locations within one-half mile of any Light Rail, RapidRide, Bus Rapid Transit (BRT), Sounder or Sound Transit Express bus station, or a key transfer point for varying transportation modes.

Fortunately, King County has access to housing capital resources designed to address the specific issue of how to create transit-oriented affordable housing. In 2015, the state Legislature provided King County with the authority to bond against ~~one-half of 37.5 percent of the County's post-2021 future~~ hotel/motel tax revenue for the purpose of creating affordable housing near transit. The Office of Performance, Strategy, and Budget Based upon current financial forecasts, the County estimates that this will generate approximately \$4887 million in bond proceeds to be invested in affordable workforce housing. Under the terms of the state legislation, the housing must be within one-half mile of a transit station~~on~~ and must be designated for households earning between 30 percent and 80 percent of area median income (between approximately \$27,000 and \$69,000 for a family of four). The State law requires that debt service for revenue bonds pledged against these revenues can make up no more than half of the 37.5 percent of post-2021 hotel/motel tax revenues that have been allocated for affordable housing; General Obligation bonds that would pledge the County's full faith and credit, but could also pledge the post-2021 hotel/motel tax revenues are not subject to this limitation. Moreover, beginning in 2021, King County will have access to the other 50 percent of the lodging tax revenue to continue to support

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~~transit-oriented affordable housing.~~

From the foundational requirements of the state legislation, King County is adding specific parameters to ensure that transit-oriented development (TOD) investments are both strategic and equitable. While a portion of the funds will be made available at partner-identified locations near transit stations, a ~~portion~~majority will be focused ~~around~~at specific high capacity transit areas (outlined below) in order to leverage major public investments in transit. King County-owned property in these locations will be specifically targeted.

Investments will be made countywide, in nonprofit-led projects, and will be ~~generally equally shared between~~distributed among South King County, North/East King County and the City of Seattle. King County will make the bond funds available through competitive request for proposal processes, anticipated to occur in 2016, ~~and~~ 2017, and beyond.

### **Vision and Principles**

While the general requirements for the funds are broad, King County will work to meet a focused vision for investments, as stated below.

*Create diverse, vibrant, mixed income communities in targeted TOD areas in South and North/East King County and Seattle*

To ensure that projects supported with the TOD funds meet this vision, the following principles will guide investment decisions.

1. The King County Executive, King County Council, local jurisdictions and other stakeholders will ensure that funds are fairly and equitably distributed throughout King County. Generally, this will mean that funds will be equally distributed between South King County, North/East King County and Seattle (Please refer to Appendix I for geographic boundaries). Also, while taking into consideration subregional differences in land and development costs, King County will also strive to ensure an equitable distribution of funded housing units.
2. Transit-oriented affordable housing investment should be prioritized in high capacity transit areas, defined as locations within one-half mile of any Light Rail, RapidRide, Bus Rapid Transit (BRT), Sounder or Sound Transit Express bus station, or a key transfer point for varying transportation modes.~~Transit-oriented affordable housing investments will be made in high capacity transit areas, defined as locations within one-half mile of a fixed rail station (light rail, Sounder train), bus rapid transit or high-frequency transit station.~~
3. All stakeholders will work in a collaborative manner to identify transit-oriented affordable housing opportunities throughout King County.
4. All stakeholders recognize the importance of timing in order to take advantage of real estate opportunities. Stakeholders agree to work in a timely manner to ensure use of TOD bond funds.
5. All TOD investments will strive to meet the County's racial, ethnic and economic

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96 diversity principles at high capacity transit nodes.

97  
98 6. TOD investments will be integrated with other County initiatives and strategies,  
99 including Communities of Opportunities, surplus property opportunities, the Regional  
100 Equitable Development Initiative (REDI) and others.

101  
102 7. Preference will be given to project proposals that will serve populations that have  
103 been identified as being in particular need, including but not limited to lower income  
104 households between 30 and 50 percent of area median income (although projects  
105 serving the full range of households permitted by the State law between 30 and 80  
106 percent of area median income will be considered), veterans, survivors of domestic  
107 violence, people with developmental disabilities, households that are at risk of  
108 homelessness, or individuals re-entering the community after incarceration.

109  
110 6.8. King County will strive to ensure equitable geographic distribution when prioritizing  
111 the allocation of funds.

### 112 **Funding Considerations**

113 In making investment decisions, King County will adhere to the following funding  
114 considerations.  
115

- 116  
117
- 118 1. As identified in the Washington state legislation, all housing funded with TOD bond  
119 proceeds must be for households earning between 30 percent and 80 percent of  
120 King County median income (as defined by the Department of Housing and Urban  
121 Development), which is approximately \$27,000 and \$69,000 for a family of four.  
122
  - 123 2. Similarly, the state legislation restricts TOD bond funds to nonprofit housing developers  
124 and local housing authorities. King County strongly encourages partnerships between for-  
125 profit and nonprofit entities to create as many affordable housing units as possible.  
126
  - 127 3. ~~In order to provide the funds to make selected affordable housing transit-oriented~~  
128 ~~investments, King County will issue debt obligations (bonds) against expected future tax~~  
129 ~~revenue. Such debt obligations carry issuance costs as well as long term interest~~  
130 ~~expenses. In recognition of these costs, King County will determine the timing and~~  
131 ~~manner in which to issue the TOD bonds. To minimize the costs of interest and to~~  
132 ~~comply with the timing requirements in State law, King County may use interfund~~  
133 ~~borrowing or bond anticipation notes, whichever is less costly, to fund short-term~~  
134 ~~project costs. It is anticipated that the first bond issuance will likely not occur until~~  
135 ~~2021.~~
  - 136  
137 4. ~~Due to the costs and complexity of issuing bonds, King County reserves the right to use~~  
138 ~~interfund borrowing as necessary to provide short term cash for project development~~  
139 ~~expenses. Short term loans will be repaid from proceeds of the sale of bonds. Any~~  
140 ~~interfund borrowing, bond anticipation notes, and bond issuances loans will be~~  
141 ~~approved/ordinated following the procedures outlined in the with King County~~  
142 ~~Code/uncil.~~

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143  
144 ~~5.—5. The County will encourage projects that can leverage other funding sources. As~~  
145 ~~outlined above, a core principle of the TOD bond funds is that they be used in a timely~~  
146 ~~manner to develop projects prior to increased land costs. Consequently, and as to also~~  
147 ~~preserve limited affordable housing funds for non-TOD oriented projects, King County~~  
148 ~~will not fund projects that anticipate either 9 percent Low Income Housing Tax Credits~~  
149 ~~or State of Washington Housing Trust Fund dollars.~~

150 ~~6.—~~  
151 ~~While King County is being prescriptive in requesting that proposed projects do not pursue~~  
152 ~~the funds identified above, it is anticipated that projects will access other affordable~~  
153 ~~housing programs, such as the 4 percent Low Income Housing Tax Credit Program and~~  
154 ~~certain tax exemption programs. In coordination with sponsors of selected projects, King~~  
155 ~~County will work to issue TOD bonds so that they do not conflict with restrictions or~~  
156 ~~requirements of other funding sources.~~

### 157 158 **Investment Strategy**

159 Through competitive RFP processes over the next five years, King County will invest  
160 approximately \$4887 million in transit-oriented affordable housing projects throughout King  
161 County. The King County Executive ~~proposes to work jointly with and~~ King County Council  
162 ~~will collaborate with~~ and local jurisdictions to determine regional funding priorities. A portion of  
163 the funds will target investments in specific locations. The remainder will be awarded to  
164 nonprofit and partner agency proposed projects throughout King County that meet the principles  
165 outlined above and the specific investment criteria identified below. Also, beginning in 2021, the  
166 remain~~dering 50 percent~~ of the lodging tax that is not reserved for debt service for these bonds  
167 (currently estimated at \$7 million per year) will be available for annual funding awards. While  
168 King County may alter the specific type of requested investment, the general principles and  
169 funding considerations will remain in place.

170  
171 Specific investments concepts are identified below, including a description of the concept, the  
172 amount of funding, location, timing and evaluation process.

#### 173 174 A. All-County Agency Proposed Projects:

- 175  
176 1. King County is seeking nonprofit and partner agency proposed projects that align  
177 with the principles and funding considerations outlined above. The purpose of  
178 requesting agency proposed projects is to receive proposals that respond to unique  
179 opportunities or specific redevelopment goals of local areas. Proposals that  
180 leverage other public investments and/or public property are strongly encouraged.  
181 Specific criteria for agency proposed projects are outlined below.

- 182  
183 a. Transit-oriented affordable housing investments should be  
184 prioritized within one-half mile of any Light Rail, RapidRide,  
185 Bus Rapid Transit (BRT), Sounder station, or a key transfer  
186 point for varying transit modes~~Proposed projects must be~~  
187 ~~located within one-half mile of a high-capacity transit area (as~~  
188 ~~previously defined).~~

- 189  
190 b. Projects can be new construction, acquisition/rehabilitation and/or

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- 191 preservation.
- 192
- 193 c. Partnerships between nonprofit and for-profit agencies are strongly
- 194 encouraged.
- 195
- 196 d. Where possible, proposed projects should leverage present or future
- 197 public investment in transit infrastructure (see Appendix II for a
- 198 map identification of Metro Bus Rapid Transit and Sound Transit
- 199 Light Rail stations.)
- 200
- 201 e. Where possible, agencies should work with municipalities and other
- 202 local governments to take advantage of publicly-owned property and
- 203 other community assets.
- 204
- 205 e.f. The Executive should consider allocating funds to incentivize the
- 206 development of micro-housing projects (multifamily developments
- 207 that may include smaller individual unit sizes and shared common
- 208 areas) so as to provide a lower-cost opportunity to provide
- 209 affordable housing units. The Executive should also partner with the
- 210 building trades and other representatives of organized labor to find
- 211 new ways to support local employment and local workforce training
- 212 opportunities in the construction of micro-housing projects.
- 213
- 214 2. Location: Countywide. Please refer to Appendices I and II for guidance on
- 215 subregional geography and transit investment areas. Development sites should
- 216 adhere to the location guidance identified in the Principles and Funding
- 217 Conditions identified above.
- 218
- 219 3. Amount: Approximately ~~\$32.340~~ million, distributed equitably throughout the
- 220 region. King County reserves the right to issue debt in a manner to limit cost and
- 221 complexity.
- 222
- 223 4. Timing: The initial RFP soliciting agency proposed projects will be released in
- 224 ~~July~~-2016. King County ~~anticipates~~may ~~issuing~~e additional ~~future~~-RFPs until
- 225 investment goals are met and all funds are allocated.
- 226
- 227 5. Review Process: Agency proposed projects will be submitted and evaluated as
- 228 part of the standard, annual Housing Finance Program RFP process, beginning in
- 229 ~~July~~-2016. King County will determine when to issue interfund loans, bond
- 230 anticipation notes, and bond debt based on King County debt protocols and
- 231 project need.
- 232

#### B. I-90 Corridor (Issaquah to North Bend) Affordable Housing Projects:

- 233
- 234
- 235 1. King County will seek nonprofit and partner agency proposed projects that align
- 236 with the principles and funding considerations outlined above. The purpose of
- 237 requesting these projects is to receive proposals that respond to unique

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238 opportunities or specific redevelopment goals of communities along the I-90  
239 Corridor from Issaquah east to North Bend. Proposals that leverage other public  
240 investments and/or public property are strongly encouraged. Specific criteria for  
241 proposed projects in this category are outlined below.

- 242
- 243 a. Transit-oriented affordable housing investment should be  
244 prioritized in high capacity transit areas, defined as locations  
245 within one-half mile of any Light Rail, RapidRide, Bus Rapid  
246 Transit (BRT), Sounder or Sound Transit Express bus station, or  
247 a key transfer point for varying transportation modes.
- 248
- 249 b. Projects can be new construction, acquisition/rehabilitation and/or  
250 preservation.
- 251
- 252 c. Partnerships between nonprofit and for-profit agencies are strongly  
253 encouraged.
- 254
- 255 d. Where possible, proposed projects should leverage present or future  
256 public investment in transit infrastructure (see Appendix II for a  
257 map of high capacity transit investments).
- 258
- 259 e. Where possible, agencies should work with municipalities and other  
260 local governments to take advantage of publicly-owned property and  
261 other community assets.
- 262

263 2. Location: Along the I-90 Corridor from Issaquah through North Bend. Please  
264 refer to Appendix II for guidance on existing and planned high capacity transit  
265 investment areas and Appendix VII for guidance on existing park and ride  
266 facilities in East King County. Development sites should adhere to the  
267 location guidance identified in the Principles and Funding Conditions  
268 identified above.

269

270 3. Amount: \$10 million. King County reserves the right to issue debt in a manner to  
271 limit cost and complexity.

272

273 4. Timing: The initial RFP soliciting projects in this category is anticipated to be  
274 released in 2017. King County anticipates issuing additional RFPs until  
275 investment goals are met and all funds are allocated.

276

277 5. Review Process: Projects proposed in this category will be submitted and  
278 evaluated as part of the standard, annual Housing Finance Program RFP process,  
279 beginning in 2017. King County will determine when to issue interfund loans,  
280 bond anticipation notes, and bond debt based on King County debt protocols and  
281 project need.

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285 B.C. Northgate Affordable Housing

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- 287 1. Description: King County Metro anticipates releasing an RFP for the
- 288 redevelopment of approximately seven acres of surplus County-property located
- 289 at the Northgate Transit Center. The RFP will solicit proposals from developers
- 290 for an overall development plan for all or a portion of the County-owned land.
- 291 Proposals may include both commercial and residential components. There will
- 292 be an expectation for a significant investment in affordable housing using a
- 293 variety of models, including multi-family tax exemption, ~~4% percent~~ Low
- 294 Income Housing Tax Credits and direct subsidy. King County will include
- 295 access to bond funding to support the creation of affordable housing as part of
- 296 the Northgate redevelopment plan. Specific criteria for affordable housing at
- 297 Northgate are outlined below.
- 298
- 299 a. A key component of any redevelopment proposal will be the inclusion
- 300 of affordable housing. Total number of affordable units as a
- 301 percentage of all units is an important consideration. However, how
- 302 they are included in the overall redevelopment plan is also a
- 303 significant consideration. A broad income range for affordable units is
- 304 also encouraged.
- 305
- 306 b. Affordable housing units can be included across the entire site and/or
- 307 within a dedicated affordable housing project.
- 308
- 309 c. Partnerships between nonprofit and for-profit agencies are strongly
- 310 encouraged.
- 311
- 312 d. Proposed projects should explore the possibility of leveraging other
- 313 affordable housing programs, including the multifamily tax exemption,
- 314 affordable housing bonuses and City of Seattle affordable housing
- 315 funds.
- 316
- 317 2. Location: Seattle – Northgate Park and Ride. Please refer to Appendix III for
- 318 more detailed site information.
- 319
- 320 3. Amount: Approximately \$10 million.
- 321
- 322 4. Timing: King County Metro anticipates releasing the RFP for Northgate
- 323 redevelopment proposals in the fall of 2016.
- 324
- 325 5. Review Process: Affordable housing projects will be evaluated as a component of
- 326 the overall Northgate Redevelopment RFP review process. King County reserves
- 327 the right to ask for modifications to any affordable housing proposals to ensure
- 328 the integrity of the overall site redevelopment plan. King County will determine
- 329 when to issue interfund loans, bond anticipation notes, and bond debt based on
- 330 King County debt protocols and project need.
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378E.D. South King County Targeted RFP

1. Description: In 2017, after working with ~~members of~~ the King County Council and local jurisdictions, King County will solicit proposals for affordable housing projects at the Des Moines Link Light Rail Station and the S 272nd Ave Light Rail station in Federal Way. These areas represent the opportunity to create affordable housing near Highline Community College and light rail in the case of the Kent/Des Moines Station and the ability to leverage County-owned property near bus rapid transit and light rail at S 272nd Ave. Specific criteria for affordable housing in these areas are outlined below.
  - a. Proposed projects must be located within one half mile of the Des Moines Link Light Rail Station, the 272nd Ave SW Light Rail Station or the Bus Rapid Transit station at S 272nd and HWY 99.
  - b. Projects can be new construction, acquisition/rehabilitation and/or preservation.
  - c. Projects will support local redevelopment and planning efforts in the two transit areas.
  - d. Partnerships between nonprofit and for-profit agencies are strongly encouraged.
  - e. Where possible, agencies should work with municipalities and other local governments to take advantage of publicly-owned property and other community assets.
2. Location: Proposed projects must be located within one half mile of the Des Moines Link Light Rail Station, the 272nd Ave SW Light Rail Station or the Bus Rapid Transit station at S 272nd and HWY 99. Please refer to Appendices IV and V for station area information.
3. Amount: Approximately \$10 million.
4. Timing: The initial RFP soliciting agency proposed projects will be released in July 2017. King County may issue additional future RFPs until investment goals are met and all funds are allocated.
5. Review Process: Agency proposed projects will be submitted and evaluated as part of the standard, annual Housing Finance Program RFP process, beginning in July 2017. King County will determine when to issue bond debt based on King County debt protocols and project need.

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D.E. Bel-Red ~~East King County~~ Targeted RFP

1. Description: In 2017, after working with ~~members of~~ the King County Council and local jurisdictions, King County will solicit proposals for affordable housing projects near high capacity transit locations in the Bel-Red Corridor. This area represents the opportunity to take advantage of existing and new investments in transit, coupled with publicly-controlled property. Specific criteria for affordable housing in this area are outlined below.
  - a. Proposed projects must be located within one-half mile of ~~high capacity transit location~~ transit stations in the Bel-Red Corridor.
  - b. Projects can be new construction, acquisition/rehabilitation and/or preservation.
  - c. Projects will support local redevelopment and planning efforts in the two transit areas.
  - d. Partnerships between nonprofit and for-profit agencies are strongly encouraged.
  - e. Where possible, agencies should work with municipalities and other local governments to take advantage of publicly-owned property and other community assets.
2. Location: Proposed projects must be located within one-half mile of transit stations in the Bel-Red Corridor. Please refer to Appendix VI for station area information.
3. Amount: Approximately \$10 million.
4. Timing: The initial RFP soliciting agency proposed projects will be released in July 2017. King County may issue additional future RFPs until investment goals are met and all funds are allocated.
5. Review Process: Agency proposed projects will be submitted and evaluated as part of the standard, annual Housing Finance Program RFP process, beginning in July 2017. King County will determine when to issue bond debt based on King County debt protocols and project need.

E.F. Seattle South Downtown Projects

1. Description: The legislation authorizing the issuance of TOD bonds included a requirement that 10 percent of ~~revenue~~ the bond proceeds must be used to “promote sustainable workplace opportunities near a community impacted by the construction or operation of tourism-related facilities:” by a community and

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426 preservation development authority chartered under RCW 43.167. Other types  
 427 of bonds, such as General Obligation bonds, do not have this 10 percent  
 428 requirement, and funds dedicated to a community and preservation  
 429 development authority chartered under RCW 43.167 would be restricted to  
 430 affordable housing if made through other types of bonds.

431 This portion of funds will provide \$8.7 million to support the Historic South  
 432 Downtown Public Development Authority (HSDPDA), ~~as well as other~~  
 433 ~~community organizations. DCHS will work with the HSDPDA, members of the~~  
 434 ~~King County Council, as well as the City of Seattle (Office of Housing) to~~  
 435 ~~identify suitable investment opportunities. In addition to the 10 percent set~~  
 436 ~~aside,~~

437  
 438 In addition, \$3 million will be ~~dedicated~~ dedicated to support the housing project  
 439 under development at Pacific Tower, and \$3 million will be dedicated to support  
 440 affordable housing development near the Othello Station in South Seattle.

441  
 442 2.2. Location: Seattle;— International District, ~~or~~ Pioneer Square, Beacon Hill,  
 443 and/or South Seattle.

444  
 445 2.3. Amount: Approximately \$14.78 million.

446  
 447 3.4. Timing: TBD.

448  
 449 4.5. Review Process: TBD.

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 451  
 452 **Future Bond Legislation**

453 As previously discussed, King County will determine when to issue debt based on King County  
 454 debt protocols and specific need. Where appropriate, King County may elect to temporarily fund  
 455 projects out of interfund borrowing and/or bond anticipation notes so as to reduce debt issuance  
 456 cost and administrative burden. It is anticipated that the first bond issuance will not occur until  
 457 2021. In addition, p Per King County code, debt issuances must be approved by the King County  
 458 Council. The King County Executive ~~will work collaboratively with the~~ and King County  
 459 Council will work collaboratively on the preparation and approval of all TOD bond legislation.

460  
 461 **Progress Reports**

462 The Executive will provide an annual report to the Council on August 15 of each year. This annual  
 463 report will describe progress to date, and will include projects selected for funding, amount of  
 464 funding recommended for each project, status of each project funded to date, funds expended, and  
 465 financing mechanisms used to date (including bond anticipation notes, interfund borrowing, and  
 466 bond issuances). The annual report will be transmitted in the form of a paper original and an  
 467 electronic copy to the Clerk of the Council, who will retain the original and provide an electronic  
 468 copy to all Councilmembers, the Council’s Chief of Staff, the Policy Staff Director, and the lead  
 469 staff for the Budget and Fiscal Management Committee or its successor.

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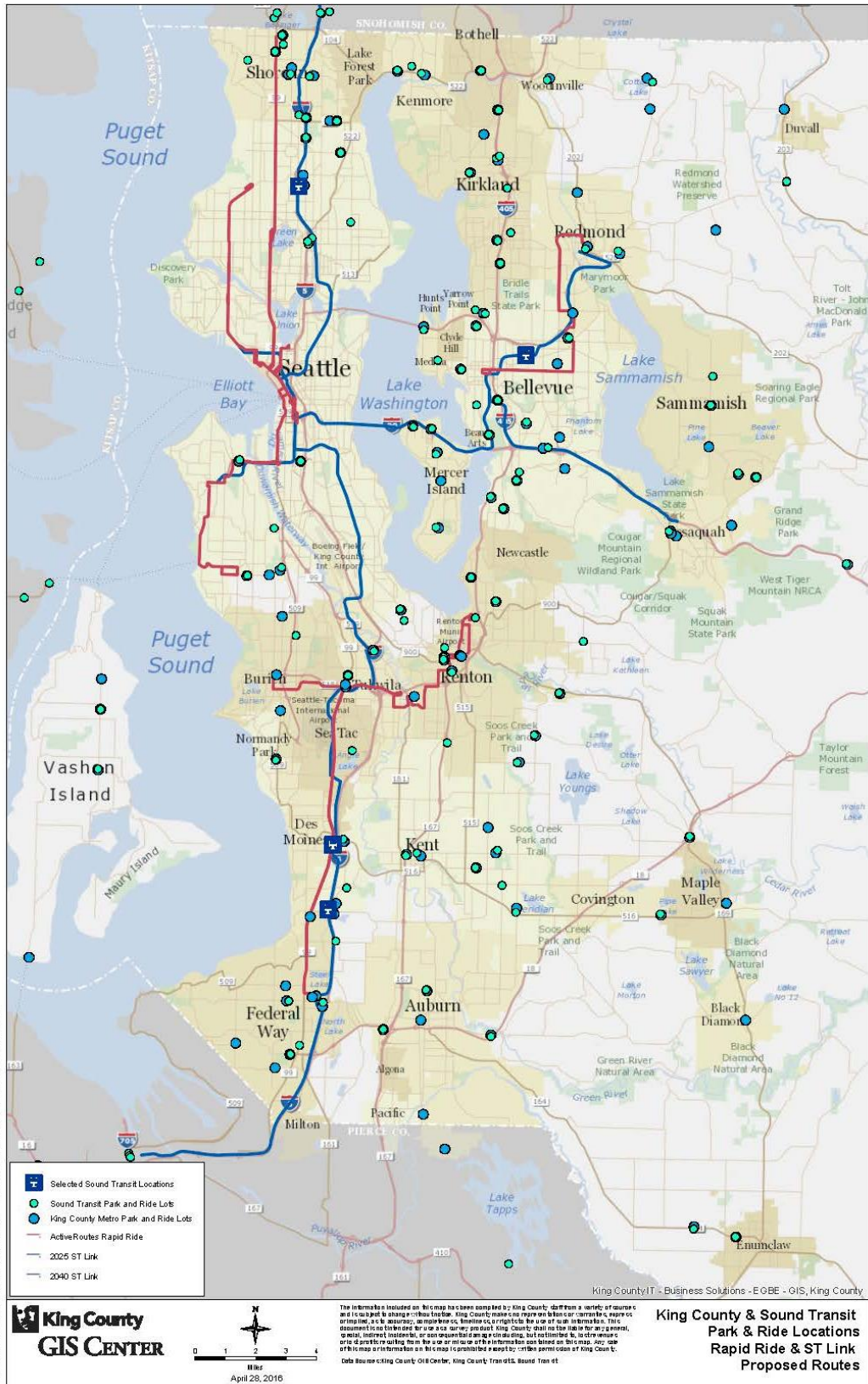
- 473 **Appendices**
- 474 Appendix I: King County Subregional Map
- 475 Appendix II: King County High Capacity Transit Investments
- 476 Appendix III: Northgate Redevelopment Site
- 477 Appendix IV: South King County Targeted Investment Area 1
- 478 Appendix V: South King County Targeted Investment Area 2
- 479 Appendix VI: ~~Bel-Red East King County~~ Targeted Investment Area
- 480 Appendix VII: East King County Park and Ride Facilities

ILLUSTRATIVE ONLY - TRACK CHANGES

Appendix I: King County Subregional Map



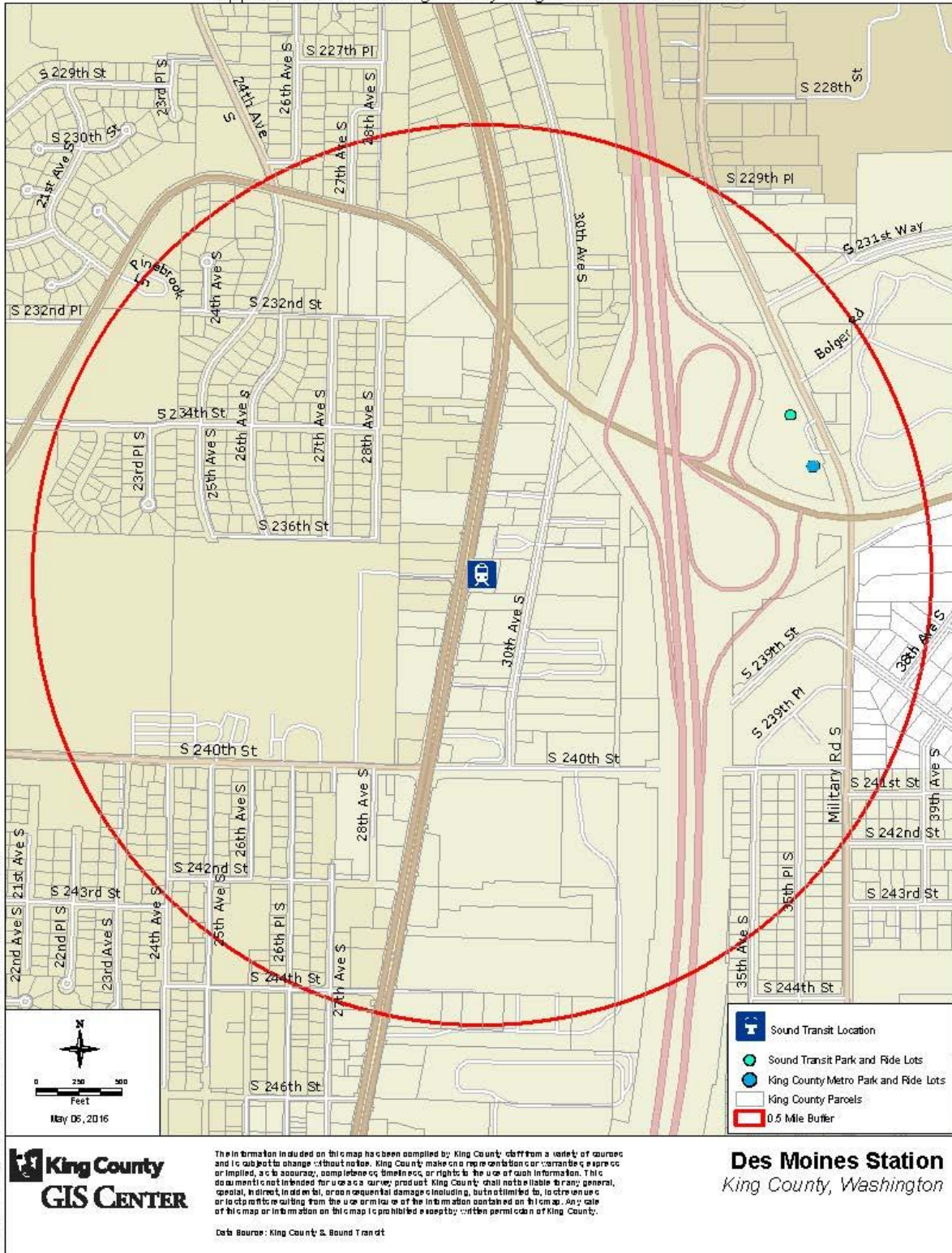
Appendix II: King County High Capacity Transit Investments



Appendix III: Northgate Redevelopment Site



Appendix IV: South King County Targeted Investment Area 1





Appendix V: South King County Targeted Investment Area 2



Appendix VI: Bel-Red Targeted Investment Area



# Appendix VII: East King County Park and Ride Facilities

