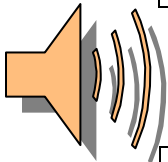




# KING COUNTY SOUTH VOTER

February 2010

*LWV Mission: The League of Women Voters, a non-partisan political organization, encourages the informed and active participation in government, works to increase understanding of major public policy issues, and influences public policy through education and advocacy.*



## **WHAT'S HAPPENING THIS MONTH?**

### **TRANSPORTATION REVIEW!**

**ORCA – Isn't that a Whale?**

**Tolls – Do they work?**

**What about our Ferries?**

**Join our Unit Meetings for a lively discussion about the status of transportation in our area.**

**Study material and discussion questions are part of this Voter.**

**Locations and time of Unit Mtgs are on the calendar (last page).**

### **WE ARE 90!!!**

**It is Birthday Party Time!**

**Our party will be hosted by Mary Ehlers at her home.**

**(A pool is available for a Polar Bear Swim)**

**Spouses and friends are welcome**

**See enclosed flyer for more info and directions to Mary's home.**

## **PRESIDENT PRO TEM MESSAGE**

I find myself “back in the saddle” as President for the month of February. We have lots of things happening!! As I write this, I'm looking at places to park and setting up a carpool for Lobby Day. I have never been and am looking forward to participating. So many new things our legislators are considering. Should candy, gum and bottled water be taxed? Should the universities control the cost of admission rather than the Legislature? Should marijuana be legal and taxed? Will taxes be raised, what else will be cut?

We have budget issues of our own, of course, and the Board has struggled with them. We want to keep a large base of members, and continue to offer as many services and opportunities for our members as we can to be informed, participate, and influence public policy. We face a similar situation to the legislature; raise dues or cut services. So far we have been able to cut in places you probably have not noticed, like using free venues for our gatherings and e-mailing communications to most of our members. This is an on-going struggle.

There are so many opportunities coming up in the next month of so for us to get involved! There is a special election on Feb. 9<sup>th</sup> addressing school levies, annexations, and libraries for King County. Be sure to vote! We are having a birthday party to celebrate the 90 years the Washington League of Women Voters have worked for the citizens of Washington (plan to come and bring your sweetie because it is also Valentine's Day and at my house). Sandy Nelson and her committee are busy getting ready to put on another forum on renter and landlord rights Wed., March 16<sup>th</sup> at the Burien school district ERAC. Although most of our members don't fall into either of these categories, we are hoping these subjects will attract some new potential members of the younger variety. The unit meetings have been addressing program recommendations for the next two years. The Board decided to come at this a little differently this year. We are asking members, "What is your passion?" In other words what issues are you excited about and are willing to spent time working on. I'm looking forward to identifying some interesting new issues that will stimulate us all.

Needless to say, I'm glad to be a part of the League and I hope we are continuing to make it an organization that you want to be involved with. In closing, I want to challenge each of you to bring a potential new member to one of our events or to a unit meeting during this 2010 year. We need to grow our organization, expanding our ability to shape better communities.

In League,  
Mary Ehlers

## STATE AND NATIONAL COMMUNICATIONS

Both state and national Leagues are printing League information on-line on the League websites. If you are using a computer, be sure to check both of the sites for up to date information. The suspension of printing of the Voters is due to an unprecedented lack of funds at both levels. Websites are [lwvwa.org](http://lwvwa.org) and [lwv.org](http://lwv.org).

(Don't type in a .com address-I did that once and wondered where in the heck I was! Ed.)

## SINGLE-PAYER VASHON, WEST SEATTLE/BURIEN

There are a number of SP events and meetings happening in the next few weeks. A good summary of most of them can be found at the current HCFA-WA Single-Payer Action Teams Update here: [www.healthcareforallwa.org/action-team-updates/](http://www.healthcareforallwa.org/action-team-updates/)

## PLAN AHEAD NOW

The Board decided at the November meeting that there **WILL** be unit meetings even if we are having a special event. Here are the proposed unit topics for the rest of the year and our special events.

March: Units: Topic: Conservation Districts (State Review) Emphasis on King Co.

April: Units: Topic: Health Care (Congressional action on reform should be done)  
The national LWV website, LWV.org, has position papers on health care reform.

April 8: **THEATER PARTY**, co sponsored with Renton AAUW. Renton Civic Theater. "Rumors" by Neil Simon. Curtain time 7:30 p.m.

May: Annual Meeting, date TBD. Unit Meetings.

## ULTIMATE ACTION

### LWV Day in Olympia 2010!!!

Reported by Becky Cox

League of Women Voters Day (formerly known as Lobby Day) was held on Jan. 19 in the Columbia Room of the State Capitol. Our event was sponsored by the Secretary of State, Sam Reed, who addressed our group. He urged us to visit his office where there is a display of "first women" in the state.

LWVKCS was represented by 10 members and one guest. We heard from our lobbyist, Lonnie Johns-Brown, who reminded us this is a short legislative session and budget is the overriding issue. There are still many issues for which groundwork is being laid for future action. To that end, we heard from our own citizen lobbyists and had a chance to talk with them in small groups to discuss various issues of interest to us individually.

After lunch, we spread out to visit legislators, attend hearings and just enjoy being at our lovely capitol building.

I, personally, attended a hearing on whether or not to expand the definition of basic education to include children from birth to five. There are three bills in the hopper about this and there seemed to be good parts of all three. The chair of the committee indicated that the bills needed to be knit together. With only a week before all bills must be out of Committee of Origin—I have my doubts that will happen.

Be sure the state office, [LWVWA@LWVWA.ORG](mailto:LWVWA@LWVWA.ORG), has your e-mail address so you can get the Legislative Newsletter—a fabulous weekly piece of work by the League Lobby Team.

**Happy 90<sup>th</sup> Birthday League of Women Voters  
(you've come a long way, baby)**



**You are invited! It won't be a celebration without you, so come to the party Sunday, February 14<sup>th</sup> from 2 to 6pm.**

**Yes, it is Valentine's Day so bring your sweetie along. We will have lots to drink, a cake, piano player and a few other surprises. If you want to bring something to share we would love to have it. (Finger food, only)**

**The party is at Mary Ehlers' home 29703 3<sup>rd</sup> Ave SW, Federal Way. Her phone is 253-941-1930.**

<b>Directions from north of Federal Way</b>	<b>Directions from south of Federal Way</b>
Take I-5 South Take the S. 272 <sup>nd</sup> St exit, EXIT 147 Turn RIGHT on to S 272 <sup>nd</sup> St Turn LEFT onto PACIFIC HWY S/WA-99 Turn RIGHT onto S DASH POINT RD/WA-509 Turn RIGHT onto 2ND PL SW <b>(MAKE SURE IT IS 2<sup>nd</sup> PL SW)</b> 2ND PL SW becomes 3RD AVE SW 29704 3 <sup>rd</sup> Ave SW is on the RIGHT	Take I-5 North Take the the S. 320TH ST. exit, EXIT 143, toward FEDERAL WAY. Turn LEFT onto S 320TH ST. Turn RIGHT onto 1ST AVE S. Turn LEFT onto SW 301ST ST. Turn RIGHT onto SW DASH POINT RD/WA-509. Turn RIGHT onto 2ND PL SW <b>(MAKE SURE IT IS 2<sup>nd</sup> PL SW)</b> 2ND PL SW becomes 3RD AVE SW 29704 3 <sup>rd</sup> Ave SW is on the RIGHT

## ON-LINE CALENDARING FOR THE LEAGUE

### **A Reminder .....**

KCS now has an electronic calendar accessible by any league member on the internet. If you want to look at the calendar, type in the url:

**www.google.com/calendar (to go to the website)**  
**sign in (upper right corner) with: walwvkcs@juno.com**  
**password: consensus**

Mary Ehlers has agreed to be the "calendar master" so if you want her to add events or make changes please send her an e-mail (maryehlers@comcast.net) or call her at 253-941-1930.

We have not been overwhelming Mary with data to be entered.

## HEALTH DISPARITIES 101:

### **WHY ELIMINATING HEALTH DISPARITIES SHOULD BE INCLUDED IN HEALTH CARE REFORM**

Recent medical developments have led to increased health and quality of life for many Americans; however not all Americans are benefiting equally from these advances. For too many minority populations in the United States, excellent health continues to be beyond their grasp. Any overhaul of our health care system will be incomplete as long as segments of our population experience more limited access to, and poorer outcomes from, health care than the rest of America. This Alert provides basic information about health disparities: the populations affected, the costs, the causes, and possible means of addressing the problem.

#### **Defining Health Disparities**

The term "health disparities" is often defined as "a difference in which disadvantaged social groups such as the poor, racial/ethnic minorities, women and other groups who have persistently experienced social disadvantage or discrimination systematically experience worse health or greater health risks than more advantaged social groups"[1] As the term health disparities relates to certain ethnic, racial, and disadvantaged social groups, it is descriptive of the increased presence and severity of certain diseases common to all peoples, of poorer health outcomes, and of heightened problems of obtaining access to health care.[2] [Likewise, when these differences are avoidable - and need not occur but for systematic barriers to good health - they are often referred to as "health inequities". The populations that have customarily been underserved in the American health care system are African Americans, Latinos, Native Americans, and Asian Americans, as well as rural populations and women.[3]

#### **The High Cost of Health Disparities**

Reducing health disparities is critical to reining in health care costs and achieving a healthier nation. A joint study by Johns Hopkins University and the University of Maryland found that between 2003 and 2006, 30.6 % of medical costs of African Americans, Hispanics, and Asian Americans were due to health disparities.[4] A recent Urban Institute study concluded that eliminating health disparities for African Americans and Latinos with respect to just two diseases - diabetes and heart disease - would save the U.S. health care system more than \$24 billion in 2009 alone.[5] As a consequence, any health reform that is implemented this year must seriously address the elimination of health disparities.

## **Common Causes of Health Disparities**

### **A. Race, Language, and Culture**

Although it is commonly believed that health disparities occur simply because of a lack of health insurance and access to health care, disparities exist even after access to the health care system has been improved. For instance, new studies have shown that there are stark differences in health outcomes of black and white patients with the same conditions even when they are treated by the same doctor.[6] Studies have shown that diagnoses, treatments, and quality of care can vary greatly depending on a number of factors that affect minority communities including language barriers, lack of insurance coverage, and differential treatments based on the population group.[7] The differences in health outcomes are not always attributable to providers' delivering a different quality or quantity of care for certain patients with the same health conditions as others. Health inequities can also result when the exact same medical treatment is provided to all patients who have the same health condition without regard to the patient's cultural norms.

### **B. Income, Housing, and Environment**

Disparities can be linked to factors that are both inside and outside of the health care system. Disparities in health care have been known to be linked to income levels, adequacy and safety of housing, employment status, education level, lifestyle choices, environmental conditions, and social conditions.[8] Barriers that may prevent traditionally underserved populations from entering the health care system may include lack of resources, cultural norms that discourage medical treatment, and prior negative experiences with medical treatment. Additional systemic barriers to seeking health care may include lack of providers, lack of transportation, no or poor health insurance coverage, or legal or other barriers to receiving public aid.[9] Nearly one half of Hispanic adults (45%), along with 41% of Asian American adults and 35% of African American adults, report that they have difficulty in paying for medical care. These difficulties have led 30 percent of African Americans and 25 percent of Hispanics with chronic conditions to forgo prescription drug purchases.[10] In the Government Accountability Office (GAO) report on minority health, the GAO reported that some people who are eligible for Medicaid or SCHIP do not enroll because they cannot understand the complex eligibility criteria and enrollment process. This may be an explanation as to why one in three Hispanic children that are eligible for Medicaid and SCHIP are not insured.[11].

(To be continued with identifying footnotes in March Voter)

Submitted by Dave Lilly

## **ANOTHER YEAR OF SLOWED POPULATION GROWTH**

(Excerpted from the “Regional View” dated Nov. 2009. Published by Puget Sound Regional Council.)

The regional population is estimated to have increased by 1.2%, or 41,800 persons, from 2008-2009, reaching a total of 3,674,800 persons. This represents another year of slowed growth in the central Puget Sound. The annual rate of growth has declined each year since peaking in 2005-2006 at 1.8%, decreasing to 1.7% during 2006-07, 1.4% during 2007-08, and 1.2% during 2008-09. County populations as of April 1, 2009 were estimated at 1,909,300 for King County, 247,600 for Kitsap, 813,600 for Pierce and 704,300 for Snohomish..

The full version of the Trend is available on the web at [psrc.org](http://psrc.org).

## January 2010

The League of Women Voters has studied Transportation many times. Recent county or city studies or updates were published in 1990, 1992, 2000, 2001 and 2007 (Ferries). King County South produced a wonderful local report to members in April of 2008; Public transportation Usability in South King County.

There are many, many organizations or agencies concerned with transportation. A commission was created by the legislature in 2006 to develop proposals to help integrate and coordinate transportation planning and governance in the Puget Sound Region but no proposals were implemented.

The Washington State Department of Transportation (WSDOT) oversees federal and state highways and bridges, ferries, freight railroads and small airports. Funding for roads and highways is from taxes on motor fuels, registration and license fees, development and impact fees, tolls, parking taxes, etc. The gas tax is earmarked for highways but its long-term prospects are in question. Fuel consumption per mile could decline 20% by 2025 because of better mileage for cars. Also the tax is a certain amount per gallon rather than a percentage and therefore does not keep up with inflation. This is serious in that fuel taxes represent about 25% of total transportation revenues and over two-thirds of state transportation revenue.

Of the several alternative plans that are being considered, tolls are the most widely used. There is a learning process in building upon the public acceptance such as that associated with the Tacoma Narrows Bridge and SR 167 (valley freeway) Hot Lane projects. Tolls for the new 520 Bridge are in the works. The question is when to start them and whether to include I-90. The first Narrows bridge, I-90 and 520, were built using tolls which were removed early because the bonds were paid off. League member, Virginia Gunby, was on the State Transportation commission at the time 520 was built. She stated that most of them wanted to keep the tolls so that there would be money for maintenance and rebuilding. There was too much opposition to that.

Another possible future source of funds is paying for Vehicle Miles Traveled (VMT). Each car would have a device (a transponder) that would record miles and charge it to the driver's (or the car's) account. These fees could vary at peak hours or with time of day. This would also be similar to the method now used by the Narrows Bridge and the SR 167 Hot Lanes.

Electric vehicles may help reduce greenhouse gases and lessen reliance on foreign oil. The 2009 legislature gave approval for Energy Efficiency Community Block Grant funds to begin a study of the infrastructure for, among other things, battery-charging stations on I-5. Nissan and ePec ( a charging station entity) received a \$100 million grant from the Department of Energy for building charging stations in several states. Washington will receive 1/5 of that. Nissan intends to sell 900 electric cars (called LEAF) in Washington next year. Each buyer will receive a home charging connection for a faster charge than that from the usual outlet. However charging stations would be placed on highways and rest stops and also sold to businesses for their parking lots.

Washington State Ferries (WSF) is designated as an official Highway of State Significance. The ferry system is governed by WSDOT. However, the Transportation Commission still reviews performance and sets highway tolls and ferry fares. In 2007 ferry fares covered 76% of operating costs with plans to increase the fares. Other costs and capital expenses were covered by state appropriations and dedicated tax revenues.

Puget Sound Regional Council (PSRC) with its federated 32 member executive board develops forecasts of population, housing and employment and maintains the regional transportation forecasting model. To receive federal funds, any project must be incorporated into the regional plans of PSRC. Recently about \$93 million was acquired from the American Recovery and Reinvestment Act for 38 transportation projects. Among others these include sidewalks, etc. on Fourth avenue in Burien, East Valley widening in Kent, White Center Greenbridge corridor enhancements, First Avenue reconstruction in Normandy Park, and a stormwater bypass system on Rainier Avenue in Renton.

One PSRC forecast: In the last decade (2001-2010), the region secured over \$20 billion in new revenue for transportation (from various funds). In the next three decades we need to secure an additional \$65 billion (estimated at approximately 60% from toll revenue). Another forecast: Federal revenues are declining. The chart shows zero in the Highway Account balance for 2009 and zero in the Transit Account Balance by 2012.

Sound Transit is a regional system within the urban growth boundaries of Snohomish, King and Pierce counties. Since 1996 the agency has implemented the Sound Move (1966) plan: building and operating 75 miles of Sounder commuter rail from Tacoma to Everett, 19 Regional Express bus routes connecting the major urban centers of the three counties, 15.6 miles of Link light rail from Westlake to the Airport and a 1.6 mile segment from the Tacoma Dome to the Theater District. As part of Sound Move the agency is completing University Link and extending Sounder Commuter rail from Tacoma to Lakewood.

At present Sounder provides nine round trips between Seattle and Tacoma and averages 9,000 boardings per day. There are four round trips between Everett and Seattle that average about 900 boardings per day. Weekday passenger boardings for the ST Express system average about 42,000. Tacoma Link light rail exceeded its projected ridership on its first day in 2003 and averages about 3,000 passengers per weekday.

Central Link (Seattle) trains leave every 7 to 8 minutes during peak periods and every 10 to 15 minutes during midday and evening hours. On December 19, 2009, Link celebrated the opening of the airport segment. There has been some concern about the distance from the Link Station to the airport terminal. Apparently a moving sidewalk cannot be considered at this time because there is not room under the floor for the mechanism.

Central Link recently opened its service and therefore the ridership needs time to grow. One of the problems is in the Martin Luther King segment. It seems that the stations are far enough apart that the local residents don't want to walk the distance to board the train. They have protested the fact that some bus routes are being discontinued.

The University Link route consists of new tunnels to a station on Capital Hill and under the Montlake Cut to the U. of W. underground Station near Husky Stadium. Construction was started in early 2009 and will open for revenue service in 2016. The tunnel boring will begin first and the stations will follow. The plans at the University Station call for a pedestrian bridge over Montlake Blvd. However, even though the Seattle City Council approved a bridge permit in April of 2009, a citizen's group including the Univ. proposed a Rainier Vista Plan with a mid-block at-grade crossing of Montlake. A tri-agency (UW, SDOT, ST) is reviewing options. (This is included here as an example of the Northwest penchant for "process". It can prompt more studies, the need for more permits by several jurisdictions, and therefore cause delay and extra cost.) Sound Transit needs a decision by late March if the station is to be redesigned.

Voters in 2008 approved Sound Transit 2 (ST2) that will add 36 miles of light rail, a 17% expansion of ST Express (started in 2009), and increases to Sounder service. The plan is for Link light rail to extend three ways: to S. 200<sup>th</sup>, across I-90 through Bellevue to Overlake, and to Northgate. Planning will be included for further extensions. These corridors are fairly well established at this time except for the Bellevue downtown area. If Bellevue decides on a tunnel, the city would have to bear the extra cost. A shorter tunnel design, however, has been proposed.

Sound Transit policy is set by the board which consists of the State Secretary of Transportation and 17 locally elected officials who are appointed by their county executives. Because these officials have local constituencies from their cities, they sometimes have trouble thinking regionally. ST must work with many jurisdictions when choosing corridors, siting park and rides, and getting permits. For instance, ST worked closely with Auburn in siting and planning the Sounder Station and its parking garage. Auburn owns some parking stalls and the garage has several offices on its ground floor. (Another garage innovatively has residences on the top floor.) ST cooperated with WSDOT in building flyover ramps so that buses can access the freeway without crossing lanes; with Sea-Tac Airport in redirecting Port roads to accommodate light rail; and with the Port in maintaining the walkway from the Link Station to the terminal.

Sound Transit has been affected by the recession. It is funded by the Sales and Use tax of .9% on transactions that take place in the ST District, a .8% rental car tax, and a Motor Vehicle Excise tax of .3% that will continue until the original bonds are paid off. A bright spot was the Federal grants program that includes \$1.2 billion to date (\$23 million of it in stimulus funds.)

Metro Transit is managed by the Metropolitan King County Council. It was the subject of a review in 2008 by the Municipal League. They found that in all parts of King County the increase in ridership had been much larger than the increase in population. This led to deteriorating service quality and reliability. Also Metro Transit costs were 25% higher than in other parts of the country. This was primarily for labor costs. The cost per hour of service increased by 32% from 2000 to 2007, significantly faster than inflation. This was because of the cost of fuel, health care, and capital costs (tunnel, parking, debt service). Metro's cost per boarding was 38% above the national average. The farebox recovery is about 25%,

similar to other transit systems. The system is currently using all of its allowed tax of .9% sales tax.

Sound Transit contracts with Metro, Pierce Transit and Community Transit (in Snohomish County) for operations of its buses and light rail trains (except for Tacoma Link). Apparently Metro charges more for its services than Community Transit does. This is partly because of union wages and some of Metro's overhead. The Sound Transit Citizen Oversight Panel has expressed concern that ST's operating expenses are more than is projected. Negotiations with partner agencies are going on at present.

The partner agencies meet to coordinate planning and share ridership data,. Transit schedules are updated or changed about three times a year and the county partners coordinate so that the changes take place on the same week-end. On February 6, schedule service changes will take effect, further connecting existing bus routes in the Rainier Valley to Link Light Rail. Another change is that Metro Bus 194 from Federal Way north via the airport will be discontinued. ST 574 will take passengers to the airport where they can transfer to Link. Also there will be a streamlined Burien-Southcenter-Renton route (140), a route between Sea-Tac Link Station, McMicken Heights and Southcenter (156), and revisions to the West Seattle-Southcenter route (128) to make connections to the 154<sup>th</sup> Link Station.

ORCA (One Regional Card for All) cards are an innovation that can be used to pay for bus, rail, and ferry travel in King, Kitsap, Snohomish and Pierce counties. This electronic card is a contact-free smart card with an internal antenna and microprocessor, which connects to the system when customers “tap” the card on a card reader. The plastic cards have “transfer memory” that automatically recognizes a valid pass or calculates any fare due.

The ORCA card replaces the current assortment of more than 300 types of tickets, tokens, and passes with one card consumers can revalue, with pass or fare product, to suit their individual needs. This system will provide for faster, easier boarding, more accurate ridership data and a reduction of costs and employee time. There will be better revenue data and daily reconciliation of inter-jurisdictional revenues.

After January 1, 2010, paper transfers will no longer be valid for other agencies' services. Tickets sold from vending machines will be valid only for the one-way or round-trip purchased and may not be used as transfers. Beginning March 1, transit agencies will charge a fee for ORCA cards, \$5.00 for adults and youth and \$3.00 for seniors and persons with disabilities.

Instructions for seniors:

Use the current discount card and pay cash with no transfers.

Or trade for an ORCA card at Westlake Customer Stop or go to 201 S. Jackson.

Choose how much to pay into an account.

ORCA knows all and will drawdown from the account as you use it.

Cities and Counties have to build and maintain their own streets and roads and pay for their own policing. About ¼ of their local road and street budgets come from the state gas tax.

The rest is covered mostly by local property taxes. They often cooperate with other jurisdictions or agencies.

The city of Auburn, Pierce Transit and Metro cooperate in funding Route 497, a shuttle bus from Lakeland to the Auburn sounder Station. This started with a van but ridership necessitated a 30-foot bus. This year a Community Shuttle will go from North Auburn to the Senior Center, the Supermall and the Sounder Station. It will be funded by Auburn and Metro "Transit Now".

Consider that about 92% of our transportation dollars is spent on private traveling (purchase of car, insurance, gas, tune-ups, repairs, tires, parking, etc.) Then about 8% is spent on public roads, bridges, and transit systems. Also consider that studies have shown that road building has little impact on reducing congestion. New road space encourages additional car travel.

The PSRC "Funding Scenario" is to use traditional tax financing in the early years but over time to increase reliance on new user fees and tolls. There should be a nexus between the tax, fee, or toll and the benefit to the users and to the environment.

Review written by Miriam Helgeland. Read and corrected by Cathy Dormaier.

#### Sources of Information:

League Transportation Study – 2000

Sound Transit Proposed 2010 Budget

Sound Transit Service Implementation Program Report - 2008

Presentation to ST Citizen Oversight Panel

Memo to Sound Transit Board about ORCA

Phone call to Metro about Orca

Presentation to League Transportation committee about the Municipal League Metro Study - Mar 2009

Puget Sound Regional Council presentation to League Transportation committee - Nov. 2009

Pamphlet "Alternative Fuels Corridor Project" - 2008

Phone call to Tonia Buell at WSDOT Office of Public Private Partnership about charging stations

Phone call to Joe Welsh, Auburn city planner

Aubrey Davis, "The True Cost of Transportation" - 2006

#### **Possible Discussion Questions for Transportation Review:**

- 1) What should be the mix for funding roads in the future? What percentages should be from gas tax, tolls, sales tax on cars, others?
- 2) What should be the mix for transit? What percentage should come from fares?
- 3) Would tolls for roads make ferry fares less troublesome?
- 4) Should transit agencies privatize to save money (hire a private company to hire drivers and maintenance personnel)?
- 5) Should government encourage the growth of transportation technology (such as charging stations for electric cars, solar powered cars, fuel cells, etc.) and even subsidize it?
- 6) Should cities attempt to add shuttles for connections to bus and train lines?
- 7) Should privacy be a concern with the ORCA card and toll cards?

## CALENDAR

- Feb 3: Board Meeting, 9:45-12 noon, 616 SW 152<sup>nd</sup>, Burien WA.  
**President Pro Tem, Mary Ehlers. 253-941-1930**
- Feb 4: Seattle 1<sup>st</sup> Thurs. Forum, 7:30 pm, First Baptist Church, 9<sup>th</sup> and Harvard.  
Topic: **The 2010 Census**
- Feb 8: Highline Unit, League office, 616 SW 152<sup>nd</sup>, Burien, 1:30-3:30pm.  
**Chair: MaryEllen Hamblin, 425-255-6675.** Topic: Transportation Review
- Feb 9: Enumclaw Unit, 7-9pm, Highpoint Village, Enumclaw  
Topic: Transportation Review **Chair: Cathy Dormaier, 360-802-6799**
- Feb 17: Federal Way Unit, 7-9pm, Foundation House, 32290 1<sup>st</sup> Ave So, Federal Way.  
**Chair: Mary Ehlers, 253-941-1930.** Topic: Transportation Review
- Feb 18: Vashon Unit, 2:00-4:00, Vashon Library. **Contact: Ellen Kritzman, 206-567-4837.** Topic: Transportation Review
- Mar/Apr: **President Pro Tem: Irene Peyton**
- Mar 3: Board Meeting
- Mar 4: Seattle 1st Thurs. Forum
- Mar: Regular Unit Meetings. Topic: King Conservation District
- Mar 16: Civic Education Forum: Landlord and Tenant Rights, Highline School  
District ERAC. **Save the Date!**
- Mar 16: King Conservation District Election

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