



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda

Panel 3 – Move King County (Discussion Related to Proposed 2019-2020 Biennial Budget)

*Councilmembers: Claudia Balducci, Chair, Reagan Dunn,
Kathy Lambert, Joe McDermott, Dave Upthegrove, Pete von Reichbauer
Staff: Paul Carlson (206-477-0875), Panel Lead,
Mary Bourguignon (206-477-0873), Leah Krekel-Zoppi (206-477-0892)
Panel Assistant: Marka Steadman (206-477-0887)*

9:30 AM

Thursday, November 1, 2018

Room 1001

SPECIAL MEETING

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

1. Call to Order
2. Roll Call
3. Public Comment

Briefing

4. [Briefing No. 2018-B0175](#)

Move King County: Policy Discussion on the Proposed 2019-2020 Budget

Paul Carlson, Council staff

Rob Gannon, General Manager, King County Transit Division

Dwight Dively, Director, Office of Performance Strategy and Budget

Adjournment



Sign language and communication material in alternate formats can be arranged given sufficient notice (206-1000).

TDD Number 206-1024.

ASSISTIVE LISTENING DEVICES AVAILABLE IN THE COUNCIL CHAMBERS.



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**Metropolitan King County Council
Budget Panel Discussion 2019-2020**

MOVE KING COUNTY

Panel Meeting #3 | November 1, 2018

ACHIEVING THE METRO CONNECTS VISION pp. 5-9

In early 2017, the Council adopted METRO CONNECTS,¹ a long-range plan for Metro Transit that 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.

The METRO CONNECTS vision is not fully funded. Achieving the plan's vision for an interim network by 2025 and the full network by 2040 will require regional collaboration and partnerships. The maintenance needs for roads and bridges in unincorporated King County are also not fully funded.

The panel will discuss mechanisms to convene a regional planning process to outline next steps for the county's transit and transportation future.

INCOME-BASED FARES pp. 11-14

Metro Transit currently operates a number of programs that serve people in need, including several reduced-fare programs to make transit more accessible to people who cannot afford to pay full fare. Over the last several years, the Council has asked Metro to undertake additional work to make transit more affordable and accessible.

As part of the proposed 2019-2020 budget, Metro Transit has proposed to pilot one or more income-based fare programs² as a means of evaluating an income-based approach. The proposal would allow Metro to forego up to \$600,000 in fare revenue during each year of the biennium to implement the pilot program(s).

After determining that Councilmembers would prefer to move directly to a new fare program rather than via a pilot, the panel will discuss mechanisms to initiate a new program and the budget actions that would be needed to authorize this new program.

¹ Ordinance 18449

² Proposed Ordinance 2018-0478

ACCESS PARATRANSIT pp. 15-22

Access Paratransit program is a supplementary transit service for people with disabilities who are unable to use regular transit services for some or all of their travel needs. Metro has implemented a number of service improvements over the last year in response to concerns about service levels and is in the process of procuring a new contractor to operate Access.

The panel will discuss mechanisms to provide the Council with regular opportunities to review and evaluate Access performance, as well as to establish an Access paratransit advisory committee or other opportunity to provide an ongoing advisory role for Access riders, their family members, advocates and providers.

MOBILITY INNOVATIONS AND EQUITY pp. 23-27

The proposed 2019-2020 budget includes an ambitious capital program for Metro Transit, focused around expansion of bus base capacity in a number of areas around the county. In addition, planned service improvements and technological innovations (such as the electrification of the fleet and new last-mile mobility services) will affect people in communities throughout the county.

The panel will discuss mechanisms to provide mobility innovations that build on local and national best practices, allocate the use of public space equitably, and engage with affected communities.

PARKING MANAGEMENT pp. 29-44

As part of the proposed 2019-2020 budget, Metro Transit has proposed to charge fees for parking at some spaces for some park and ride lots as a way of managing parking supply. The proposal includes a low-income rate for ORCA LIFT cardholders.

The panel will discuss mechanisms to provide information on the program to the Council and to ensure equitable outcomes in establishing parking fees.



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

October 31, 2018

Motion

Proposed No. 2018-0542.1

Sponsors Balducci

1 A MOTION expressing support for regional planning,
2 coordination and funding efforts to address the
3 implementation of METRO CONNECTS, King County
4 Metro's long-range transit service and capital plan and the
5 ongoing maintenance needs of King County's
6 transportation infrastructure.

7 WHEREAS, in July 2011, the King County council adopted Ordinance 17143,
8 which adopted the King County Metro Strategic Plan for Public Transportation 2011-
9 2021 and the King County Metro Service Guidelines, and

10 WHEREAS, the strategic plan and the service guidelines incorporated regional
11 transit task force recommendations for transparency and clarity, cost control,
12 productivity, social equity, geographic value and sustainable funding, and

13 WHEREAS, in July 2013, the King County council adopted the 2013 update to
14 the strategic plan and service guidelines under Ordinance 17641, and

15 WHEREAS, the 2013 update to the strategic plan incorporated a new strategy
16 6.1.2 which reads, "Establish and maintain a long-range transit service and capital plan
17 developed in collaboration with local comprehensive and regional long-range
18 transportation planning," and

19 WHEREAS, in January 2017, the King County council adopted Ordinance 18449,

20 which adopted METRO CONNECTS, a long-range transit service and capital plan that
21 was developed with input from transportation stakeholders, the King County council and
22 executive, jurisdictions and riders, and

23 WHEREAS, METRO CONNECTS builds on Metro's strategic plan, service
24 guidelines, the King County Strategic Plan 2010-2014, the policy framework and
25 recommendations of the regional transit task force, Metro's work with the Linking Transit
26 and Development process and the Access to Transit Report, and

27 WHEREAS, METRO CONNECTS outlines a vision for a seventy percent
28 increase in bus service hours by 2040, accompanied by significant capital investments in
29 fleet, operating base capacity, passenger access and facilities, transit pathways and other
30 needs, and

31 WHEREAS, METRO CONNECTS is also guided by the challenges King County
32 Metro faces, including population and economic growth, demographic changes, funding,
33 the environment, customer service and satisfaction, access to transit, the need to build
34 complementary capital projects for transit service, an evolving transportation system and
35 the emergence of new technologies, and

36 WHEREAS, METRO CONNECTS is meant to be a living document setting the
37 vision for and guiding the implementation of Metro's long range transit service and
38 capital networks while responding to growth throughout the county, and

39 WHEREAS, in July 2014, through Motion 14190, the King County council
40 approved the 2014 update to the Strategic Plan for Road Services, which identified a
41 significant funding shortfall in the county's ability to maintain its network of roads and
42 bridges, and

43 WHEREAS, the bridges and roads task force, which was convened in August
44 2015, was asked to, "recommend financially sustainable and equitable strategies to
45 deliver an unincorporated road system that supports people's transportation needs, local
46 and regional economic development and quality of life," and

47 WHEREAS, the bridges and roads task force developed a number of high impact
48 and low impact recommendations to address the maintenance needs of the county's
49 transportation infrastructure network, and

50 WHEREAS, achieving the vision of METRO CONNECTS for an interim
51 network by 2025 and the full network by 2040, as well as the recommendations of the
52 bridges and roads task force to maintain the county's transportation infrastructure, will
53 require regional collaboration and partnerships;

54 NOW, THEREFORE, BE IT MOVED by the Council of King County:

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

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

64 C. No later than March 15, 2019, the King County executive should convene a
65 special committee on transportation consisting of the executive, three members of the

66 County Council to include the chair of the council's mobility committee or its successor
67 and the chair of the regional transit committee. The special committee on transportation
68 should develop and propose a strategy to convene regional leaders to develop a regional
69 funding plan to implement METRO CONNECTS and explore ways to support the
70 ongoing maintenance needs of King County's transportation infrastructure.

71 D. The King County council requests the King County executive to report on the
72 status of the regional planning effort by May 31, 2019. The report should be filed in the

73 form of a paper original and an electronic copy with the clerk of the council, who shall
74 retain the original and provide an electronic copy to all councilmembers.
75

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

J. Joseph McDermott, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Dow Constantine, County Executive

Attachments: None

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**2019/2020 King County Council
Budget and Fiscal Management Committee**

PROVISO/ER FORM

Panel Recommendation ____ Reconciliation ____ Chair Striker ____

Panel:	<i>Physical Environment</i>
Appropriation Name:	<i>Transit</i>
Exec Ordinance Section:	<i>107</i>
Analyst:	<i>Krekel-Zoppi, Bourguignon, Carlson</i>

EXPENDITURE RESTRICTION ERX:

Of this appropriation, \$900,000 shall be expended or encumbered solely for staff, consultant resources and services to develop an income-based fare program implementation plan required by Proviso Px of this section, and to develop an income-based fare program.

PX PROVIDED THAT:

Of this appropriation, \$1,000,000 shall not be expended or encumbered until the executive transmits an income-based fare program implementation plan and a motion that should acknowledge receipt of the income-based fare program implementation plan and the motion is passed by the council. The motion should reference the subject matter, the proviso's ordinance, ordinance section and proviso number in both the title and body of the motion and a motion.

A. The income-based fare program implementation plan shall be informed by:

1. Input from an income-based fare stakeholder group convened by Metro, with input from the executive and council, that includes participants representing, but not limited to, the

following: low-income populations, communities of color, immigrants and refugees and limited-English-speaking populations; youth; students in postsecondary, job training and apprenticeship programs; affordable-housing residents; low-income employees; and human service providers.

The stakeholder group should provide input on: barriers to accessing transit for low-income individuals; program alignment with Metro's policy objects; pricing; eligibility; verification and other business processes; funding and partnership opportunities; and program evaluation;

2. Guidance from academic or private sector experts in designing and evaluating programs to improve economic opportunities for low-income individuals;

3. Data and market research on the transportation needs and access barriers of low-income populations, communities of color, and limited English speaking populations in Metro's service area; and

4. King County's Equity and Social Justice Strategic Plan.

B. The income-based fare program implementation plan shall include:

1. A description of an income-based fare program, including, but not limited to:

a. at whom the program would be targeted, including income eligibility and demographics;

b. how the program would be designed, including fare media to be used and income-verification methods;

c. estimated program costs and proposed funding sources and partners. Proposed funding of the program shall adhere to Metro fund management policies including maintaining a farebox recovery minimum of twenty-five percent.

d. Potential policy changes that would be needed to implement an income-based fare program.

e. How the program would be marketed to eligible populations, including enrollment goals and regular performance reporting.

f. how Metro will partner or seek partners to market the program, enroll eligible populations, and share program costs. The program should be coordinated with human service provider agencies in order to streamline participants' access to a range of income-based services; and

g. how the program is proposed to interface with existing fare programs such as ORCA LIFT, the human services ticket program and the passport and business choice account programs;

2. A description of how the income-based fare program would be implemented in phases, with phase 1 launching to eligible populations in 2020 and phase 2 providing further expansion and adjustments to the program in 2021 based on evaluation of phase 1;

3. A description of how the program will be evaluated, in both phase 1 and long-term, including collecting data on rider demographics and travel needs and developing performance goals and reporting. Plans for evaluating phase 1 of the program shall include a discussion of how the evaluation will inform proposed changes to the program to be implemented in phase 2; and

4. A discussion of how the income-based fare program will be integrated with the ORCA system, including the financial, policy or technological barriers to implementing an income-based fare program within the ORCA system and the potential for future enhancements to an income-based fare program with implementation of Next Generation ORCA.

The executive should provide an oral briefing to the mobility committee, or its successor, on the progress of developing the program by June 30, 2019, and should file the

income-based fare program implementation plan and a motion required by this proviso by September 30, 2019 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, the council chief of staff and the lead staff for the mobility committee, or its successor.

DRAFT 10-31-18

Date Created:	Updated 10-31-18
Drafted by:	mb
Sponsors:	Balducci
Attachments:	none

1 ..Title

2 AN ORDINANCE creating an Access paratransit advisory
3 committee; and amending Ordinance 11431, Section 7, as
4 amended, and K.C.C. 2.124.010.

5 ..Body

6 STATEMENT OF FACTS:

- 7 1. Access paratransit is a supplementary transit service for people with
8 disabilities who are unable to use regular transit services for some or all of
9 their travel needs. The federal Americans with Disabilities Act ("the
10 ADA") requires all transit agencies to provide paratransit services that
11 meet minimum requirements established in the ADA and implementing
12 regulations. The King County Code authorizes additional paratransit
13 service in excess of minimum federal requirements and the program is
14 delivered by contractors.
- 15 2. In June 2017, the King County auditor published a report entitled,
16 "Access paratransit: action needed to address cost, quality, and equity,"
17 which stated that expenditures for the program had increased while
18 ridership and on-time performance had declined and that Metro transit had
19 not performed adequate outreach to historically underserved populations,
20 such as people with limited English proficiency.

21 3. In July and August, 2017, the King County council's transportation,
22 economy and environment committee held hearings on the King County
23 auditor's report and heard testimony about Access paratransit from Metro
24 transit staff and Access paratransit riders, family members, advocates and
25 service providers.

26 4. Following the council hearings, Metro transit paused an ongoing
27 procurement process for a new contractor to operate Access paratransit
28 and convened an Access paratransit workgroup made up of Access riders,
29 family members, advocates, providers and council staff to review Access
30 paratransit service and provide input on the terms of a future contract for
31 the service.

32 5. In July 2018, the council adopted Ordinance 18766, which added
33 funding to the Metro transit budget to upgrade Access paratransit to
34 provide ninety percent on-time service and a thirty-minute rather than
35 sixty-minute drop-off window.

36 6. The Access paratransit workgroup developed a proposal that outlined
37 three potential tiers of service upgrades for Access paratransit, which
38 Metro transit used to inform a renewed procurement process for a new
39 contractor.

40 7. In September 2018, the King County executive transmitted a proposed
41 budget for the 2019-2020 biennium, which include the already-adopted
42 Access paratransit service upgrades, additional service baseline
43 adjustments to account for increases in diesel and gasoline prices,

44 additional customer service investments and program performance
45 improvements at the level of the first tier of upgraded service that had
46 been outlined by the Access paratransit workgroup, for a total proposed
47 biennial increase of more than twenty-five million dollars.

48 8. The council recognizes the importance of Access paratransit to the
49 passengers it services and is committed to service excellence in Access
50 paratransit operations. The council is creating a new Access paratransit
51 advisory committee to provide advice and counsel on Access paratransit
52 service and to identify opportunities for continued improvement.

53 **BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:**

54 SECTION 1. Ordinance 11431, Section 7, as amended, and K.C.C. 2.124.010 are
55 each hereby amended to read as follows:

56 The King County Metro transit department shall employ a transit public
57 involvement model to promote responsiveness and accountability to the community. The
58 Metro transit department shall provide staff support for the transit public involvement
59 model, which shall include the following major elements:

60 A. Sounding boards which are geographically, topically or community-based
61 groups convened for a limited time to consider specific transit topics. Sounding boards
62 shall be established by the Metro transit department to provide advice on identified issues
63 including, but not limited to, transit service changes. Sounding boards shall provide
64 information to the transit advisory commission, local jurisdictions, subarea transportation
65 forums as well as the Metro transit department, the executive and the council. For major

66 planning exercises such as service changes, sounding boards shall make consensus
67 recommendations to the transit advisory commission and the Metro transit department.

68 B.1. The transit advisory commission, which is a permanent body that shall
69 advise the Metro transit department, the executive, the council, local jurisdictions and
70 subarea transportation forums on transit issues and policy, including matters of concern
71 to the elderly and persons with disabilities. The transit advisory commission shall advise
72 the department on the inception and development of long-range planning efforts, and
73 serve as a resource for transit promotion.

74 2. As of February 18, 2011, the commission shall have up to thirty members
75 who were appointed by the executive and confirmed by the council to serve on either the
76 transit advisory committee or accessible services advisory committee. These initial
77 members may serve for the remainder of the terms for which they were appointed to the
78 transit advisory committee or accessible services advisory committee. The executive
79 shall not appoint individuals to fill vacancies in these positions if the result would be to
80 exceed the membership limits in subsection B.3. of this section.

81 3. Except as otherwise provided in subsection B.2. of this section, the
82 commission shall have eighteen members who are appointed by the executive and
83 confirmed by the council to two-year terms.

84 a. Nine members shall be transit riders, recruited by the Metro transit
85 department to reflect the diversity and geographic distribution of county residents.

86 b. Nine members shall be persons with disabilities or elderly persons, or be
87 associated with an agency that works with disabled and elderly persons, recruited by the
88 Metro transit department to reflect the diversity of the communities they represent and

89 types of disabilities, as well as consideration of the geographic distribution of county
90 residents.

91 4. The commission shall:

92 a. adopt by-laws, elect a chair and vice-chair to quarterly terms and adopt an
93 annual work program, which shall include issues of interest to transit riders and issues
94 related to accessibility and ACCESS services for elderly and disabled riders as well as all
95 items requested by the council or the Metro transit department;

96 b. meet as needed to complete the work plan and address other issues as they
97 arise; and

98 c. designate one member to serve on each sounding board.

99 5. The transit advisory commission may establish standing and ad hoc
100 subcommittees to review issues that, in the commission's discretion, require in-depth
101 study. The subcommittees shall report to the transit advisory commission and are not
102 authorized to take actions independent of the commission.

103 C.1. The Access paratransit advisory committee, which shall advise the Metro
104 transit department, the executive and the council on issues related to Access paratransit
105 relative to the terms of the contract for Access paratransit service.

106 2. The Access paratransit advisory committee shall have at least nine members
107 who are appointed by the executive and confirmed by the council by motion.

108 Membership shall be comprised of Access paratransit riders, family members of Access
109 paratransit riders, representatives of organizations that provide services to Access
110 paratransit riders and representatives of organizations that support Access paratransit

111 riders or potential riders who have limited English proficiency. Members shall serve for
112 four-year terms.

113 3. The Access paratransit advisory committee shall:

114 a. adopt bylaws, elect a chair and vice-chair to annual terms and adopt an
115 annual work program focused around review of Access service;

116 b. meet as needed to complete the work plan and address other issues as they
117 arise;

118 c. provide verbal reports to the council's mobility committee, or its successor,
119 at the request of the committee; and

120 d.(1) prepare and transmit to the executive and the council an annual report,
121 beginning in August 2020, on Access paratransit service, including:

122 (a) a review of and comment on the Metro transit department's annual
123 performance metrics and trends relevant to Access paratransit;

124 (b) 1 review of and comment on information from customer surveys
125 distributed by the Metro transit department relevant to Access paratransit;

126 (c) a summary of areas of strength, deficiency or priorities for improvement
127 in the provision of Access paratransit services; and

128 (d) an overall assessment of Access paratransit service for the prior year.

129 (2) The Access paratransit advisory committee shall file the report required
130 under subsection C.3.d.(1) of this section in the form of a paper original and an electronic
131 copy with the executive and the clerk of the council, and the clerk of the council shall
132 retain the original and provide an electronic copy to all councilmembers.

133 SECTION 2. This ordinance takes effect January 1, 2019.

**2019/2020 King County Council
Budget and Fiscal Management Committee**

PROVISO/ER FORM

Panel Recommendation ____
Reconciliation ____
Chair Striker ____

Panel:	<i>Physical Environment</i>
Appropriation Name:	<i>Transit</i>
Exec Ordinance Section:	<i>107</i>
Analyst:	<i>Bourguignon, Carlson, Krekel-Zoppi</i>

PROVISO/ER TEXT:

PX PROVIDED THAT:

Of this appropriation, \$1,000,000 shall not be expended or encumbered until the executive transmits two Access paratransit service updates and a motion that should acknowledge receipt of each Access paratransit service update and reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion and a motion acknowledging receipt of the Access paratransit service update is passed by the council.

A. In recognition of the importance of Access paratransit to the passengers it serves and to reflect the council's commitment to service excellence in Access paratransit operations, each Access paratransit service update should include, but not be limited to:

1. The contractor's compliance with contract terms,
2. Performance metrics and trends over each reporting period,
3. Areas of deficiency or improvement during each reporting period,

DRAFT 10-31-18

4. Potential service improvements, including information about their budgetary requirements; and

5. Potential service innovations, such as increased opportunities for same-day service using taxicabs or transportation network companies, including information about their budgetary requirements.

B. The Access paratransit service updates shall be transmitted to the council:

1. A six-month oversight report by June 30, 2020; and
2. A twelve-month oversight report by August 31, 2020.

The executive should file each Access paratransit service update and the motions required by this proviso 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, the council chief of staff and the lead staff for the Mobility committee or its successor.



Signature Report

October 31, 2018

Motion

Proposed No. 2018-0543.1

Sponsors Balducci

1 A MOTION outlining a process to develop a regional
2 mobility framework that will ensure that innovations in
3 mobility put people first, use public space equitably and
4 efficiently and are coordinated with transit policies and
5 regional funding strategies.

6 WHEREAS, in addition to an increasing reliance on public transit, the region's
7 residents are turning to mobility and technology options as an alternative to single
8 occupancy vehicles, including: walking; bicycling; telecommuting; ordering online;
9 using taxis, transportation network companies, carpools, vanpools and ride share options;
10 and experimenting with new technologies and opportunities, including bike-share
11 companies and passenger information applications, and

12 WHEREAS, in response to the growth in new mobility options, in September
13 2014 the King County council adopted Ordinance 17892, which set new regulations for
14 for-hire transportation, including taxicabs, for-hire vehicles, for-hire drivers and
15 transportation network companies, and

16 WHEREAS, to outline a shared vision in which all people have equitable
17 opportunities to thrive, in 2016, King County developed an equity and social justice
18 strategic plan, 2016-2022, and

19 WHEREAS, in June 2016, the King County council adopted Ordinance 18301,

20 which adopted updates to the Strategic Plan for Public Transportation 2011-2021 and the
21 King County Metro Service Guidelines, which identify the criteria of corridor
22 productivity, social equity and geographic value in setting transit service levels, and

23 WHEREAS, in January 2017, the King County council adopted Ordinance 18449,
24 which adopted METRO CONNECTS, a long-range transit service and capital plan that
25 outlines a vision for a seventy percent increase in bus service hours by 2040,
26 accompanied by significant capital investments in fleet, operating base capacity,
27 passenger access and facilities, transit pathways and other needs, and

28 WHEREAS, in August 2018, the King County council adopted Ordinance 18777,
29 which established the King County Metro transit department, and

30 WHEREAS, King County Metro has expressed the goal of delivering more and
31 better mobility solutions by making transit easy to use and available to all, building
32 necessary transit infrastructure, partnering with cities and other stakeholders, and
33 enabling Metro employees to do top quality work, and

34 WHEREAS, King County Metro has expressed the goal of embracing and leading
35 on innovations in the transportation market by facilitating new mobility partnerships, and

36 WHEREAS, King County has stated its commitment to increasing equity in
37 mobility by planning, developing and delivering mobility solutions that provide access to
38 opportunities for people with low or no incomes, people of color, seniors, people with
39 limited English proficiency, people with disabilities and those who commute during non-
40 peak travel periods or live or work in rural areas, and

41 WHEREAS, jurisdictions and transit agencies must develop policies around
42 mobility innovations in the context of quickly emerging technologies, and

43 WHEREAS, as these mobility policies are developed, it is essential that
44 jurisdictions and transit agencies learn from the lessons of the past, so that innovations in
45 mobility are implemented with intention, in ways that put people first and use public
46 space efficiently and equitably;

47 NOW, THEREFORE, BE IT MOVED by the Council of King County:

48 A. The Metro transit department, under the leadership of the executive and
49 working in coordination with the council, should begin a planning effort during 2019 to
50 develop a framework for the equitable implementation of innovations in transit service
51 and mobility.

52 B. The framework should include, but is not limited to:

53 1. A review of emerging technologies and local and national best practices;

54 2. Analysis of potential implications for the Metro transit department and
55 opportunities to coordinate mobility innovations with fixed-route and other services;

56 3. Coordination with the regional planning, coordination and funding efforts to
57 address the implementation of METRO CONNECTS, consistent with the strategy
58 identified in Motion XXXX (Proposed Motion 2018-0542);

59 4. Outreach and engagement with regional partners, transit riders and local
60 communities, including but not limited to low-income populations, communities of color,
61 immigrants and refugees, and limited English speaking populations;

62 5. A review of potential policies for the allocation of public space, including
63 streets, sidewalks, transit stops and station areas, focused on efficiency and equity of use;

64 6. A review of industry-wide workforce trends, including the potential
65 implications of new mobility options on labor needs, career opportunities, recruitment

66 and training;

67 7. Guiding principles that will inform the framework development work,

68 including putting people first; and

69 8. Potential revisions and updates to countywide public transit documents

70 including but not limited to the Strategic Plan for Public Transportation, the King County

71 Metro service guidelines and the METRO CONNECTS long-range plan.

72 C. Metro Transit should develop a scoping document outlining the proposed

73 coordination with the regional planning effort outlined in Motion XXXX (Proposed

74 Motion 2018-0542), as well as the timeline, expected work tasks and budget to develop

75 the mobility framework, and should file this scoping document by April 18, 2019, in the

76 form of a paper original and an electronic copy with the clerk of the council, who shall

77 retain the original and provide an electronic copy to all councilmembers, the council chief

Motion

78 of staff and the lead staff for the regional transit committee and the lead staff of the
79 mobility committee, or its successor.
80

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

J. Joseph McDermott, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Dow Constantine, County Executive

Attachments: None

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KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

October 31, 2018

Ordinance

Proposed No. 2018-0477.1

Sponsors Upthegrove

1 AN ORDINANCE regarding the operation and
2 maintenance of county-owned or operated park and ride
3 facilities; authorizing the Metro transit department to
4 impose fees for use of park and ride facilities; amending
5 Ordinance 11950, Section 14, as amended, and K.C.C.
6 28.96.010, adding a new section to K.C.C. chapter 4A.700
7 and prescribing penalties.

8 **STATEMENT OF FACTS:**

- 9 1. Under chapter 36.56 RCW, King County Ordinances 10530 in 1992
10 and 11032 in 1993, Section 230.10.10 of the King County Charter, K.C.C.
11 Title 2.16, K.C.C. 4.56.060.C. and K.C.C. Title 28, King County is the
12 successor in interest to the Metropolitan Municipality of Seattle, and the
13 Metro transit department exercises the public transportation functions and
14 authorities formerly exercised by the Metropolitan Municipality of Seattle
15 under chapter 35.58 RCW.
- 16 2. RCW 35.58.240 authorizes the county, as successor in interest to the
17 Metropolitan Municipality of Seattle, to charge fees for use of its public
18 transportation related facilities.
- 19 3. K.C.C. 2.99.030.G.2. requires that enterprise fund fees and the amount

20 of fees be established by ordinance unless specific administrative fee-
21 setting authority is granted by ordinance to a county agency.

22 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

23 NEW SECTION. SECTION 1. There is hereby added to King County code
24 chapter 4A.700 a new section to read as follows:

25 A. User fees are established for public use of vehicle parking stalls at park and ride
26 lots and garages located on property owned, managed or leased by the Metro transit
27 department. For the purposes of this section, "parking facilities" means vehicle parking
28 stalls at park and ride lots and garages, and "department" means the Metro transit
29 department.

30 B. The department shall set the user fees for the use of parking facilities by rule in
31 accordance with K.C.C. chapter 2.98 and the rule shall establish a reduced fee rate for
32 ORCA Lift card holders. The reduced fee rate for ORCA Lift card holders shall be not
33 more than fifty percent of the otherwise-applicable user fee.

34 C.1. The department shall review all parking facilities user fees annually and may
35 adjust the fees by rule based on market considerations and the department's parking
36 management goals, which include: improved access to transit parking; increased
37 carpooling; encouraging transportation mode shifts; spreading peak-of-the-peak demand
38 for transit; increasing ridership in the region; and covering program costs.

39 2. The department is authorized to enforce its parking facilities user fee program
40 and to impose penalties not to exceed two hundred fifty dollars per violation. The
41 department may impose late fees not to exceed one hundred percent of the fee otherwise
42 due. The department may charge a collections fee for unpaid parking facilities user fees or

43 send unpaid debts to collections. The department shall adopt enforcement rules, penalties,
44 late fees and collections fees by administrative rule consistent with K.C.C. chapter 2.98.

45 D.1. The department shall review its parking facilities usage and user fees
46 annually. If the department amends its rules regarding the parking facility user fee program
47 then the department shall post the amended rules on its website and shall transmit an
48 electronic copy of the amended rules to the clerk of the council by May 1 of the calendar
49 year in which the amended rules take effect.

50 2. The department shall post signage at its parking facilities to notify the public of
51 its parking facilities user fee program and rules.

52 E. All parking facilities user fees and related fees or penalties authorized in this
53 section shall be deposited into the public transportation operating account of the public
54 transportation fund.

55 F. Appeals relating to the department's enforcement of its parking facilities user
56 fee rules shall be governed by K.C.C. 20.22.080, except for appeals relating to vehicle
57 impounds, which shall be governed by chapter 46.55 RCW as provided in subsection G of
58 this section.

59 G. In addition or as an alternative to such rules as the department may adopt by to
60 enforce its parking facilities user fee rules, the department may utilize the process provided
61 in chapter 46.55 RCW to impound vehicles parked in violation of the department's parking
62 facilities user fee rules.

63 SECTION 2. Ordinance 11950, Section 14, as amended, and K.C.C. 28.96.010 are
64 each hereby amended to read as follows:

65 A. The following actions are prohibited in, on or in relation to, all transit

66 properties. For conduct not amounting to a violation of another applicable state or local
67 law bearing a greater penalty or criminal sanction than is provided under this section, a
68 person who commits one of the following acts in, on or in relation to transit property is
69 guilty of a civil infraction to which chapter 7.80 RCW applies:

70 1. Allowing any animal to occupy a seat on transit property, to run at large
71 without a leash, to unreasonably disturb others or to obstruct the flow of passenger or bus
72 traffic; but animals may occupy a passenger's lap while in a transit vehicle or facility;

73 2. Allowing that person's own animal to leave waste on transit property;

74 3. Rollerskating, rollerblading or skateboarding;

75 4. Riding a bicycle, motorcycle or other vehicle except for the purpose of
76 entering or leaving passenger facilities on roadways designed for that use. In tunnel
77 facilities, bicycles must be walked at all times and may not be transported on escalators.

78 However, nothing in this section shall be construed to apply to commissioned peace
79 officers or county employees engaged in authorized activities in the course of their
80 employment;

81 5. Eating or drinking. However, eating and drinking nonalcoholic beverages are
82 permitted on the mezzanine and exterior plaza levels of tunnel stations and the exterior
83 areas of other passenger facilities. Also, drinking a nonalcoholic beverage from a
84 container designed to prevent spillage is permitted on transit property;

85 6. Bringing onto a transit passenger vehicle any package or other object that
86 blocks an aisle or stairway or occupies a seat if to do so would, in the operator's sole
87 discretion, cause a danger to passengers or displace passengers or expected passengers;

88 7. Operating, stopping, standing or parking a vehicle in any roadway or location

89 restricted for use only by transit vehicles or otherwise restricted;

90 8. Engaging in public communication activities or commercial activities except
91 as authorized under K.C.C. 28.96.020 through 28.96.210;

92 9. Riding transit vehicles or using benches, floors or other areas in tunnel and
93 other passenger facilities for the purpose of sleeping rather than for their intended
94 transportation-related purposes;

95 10. Camping in or on transit property; storing personal property on benches,
96 floors or other areas of transit property;

97 11. Entering or crossing the transit tunnel roadway or transit vehicle roadways
98 in and about other passenger facilities, except in marked crosswalks or at the direction of
99 county or public safety personnel;

100 12. Extending an object or a portion of one's body through the door or window
101 of a transit vehicle while it is in motion;

102 13. Hanging or swinging on bars or stanchions with feet off the floor inside a
103 transit vehicle or other transit property; hanging onto or otherwise attaching oneself at
104 any time to the exterior of a transit vehicle or other transit property;

105 14. Engaging in any sport or recreational activities on transit property;

106 15. Parking a vehicle in an approved parking area on transit property for more
107 than ~~((seventy-two))~~ twenty-four consecutive hours;

108 16. Using a transit facility for residential or commercial parking or encouraging
109 others to make such a use, except the commercial parking that is authorized under K.C.C.
110 28.96.220;

111 17. Performing any nonemergency repairs or cleaning of a vehicle parked on

112 transit property;

113 18. Conducting driver training on transit property; and

114 19. For those individuals seventeen years of age and under, failing to present a
115 valid, unexpired pass, transfer or ticket or otherwise failing to pay the appropriate fare as
116 required under county ordinance.

117 B. The following actions are prohibited in, on or in relation to all transit
118 properties. For conduct not amounting to a violation of another applicable state or local
119 criminal law bearing a greater penalty than is provided under this chapter, a person who
120 commits one of the following acts in, on or in relation to transit property is guilty of a
121 misdemeanor:

122 1.a. Smoking or carrying a lighted or smoldering pipe, cigar, cigarette or using
123 an electronic smoking devices, while on or in a transit vehicle or while in or at a bus
124 shelter or transit property or properties.

125 b. For the purposes of this subsection B.1.:

126 (1) "electronic smoking device" means an electronic or battery-operated
127 device that can be used to deliver nicotine or other substances to the person inhaling from
128 the device. "Electronic smoking device" includes, but is not limited to, an electronic
129 cigarette, an electronic cigar, an electronic cigarillo, an electronic pipe or an electronic
130 hookah; and

131 (2) "bus shelter or transit property or properties" means a passenger facility,
132 structure, stop, shelter, bus zone, property or right-of-way of any kind that is owned,
133 leased, held or used by the department for the purpose of providing public transportation
134 services;

- 135 2. Discarding litter other than in designated receptacles;
- 136 3. Playing a radio, tape recorder, audible game device or any other sound-
- 137 producing equipment, except when the equipment is connected to earphones that limit the
- 138 sound to the individual listener. However, the use of communication devices by county
- 139 employees, county contractors or public safety officers in the line of duty is permitted, as
- 140 is the use of private communication devices used to summon, notify or communicate with
- 141 other individuals, such as pagers or portable telephones;
- 142 4. Spitting, expectorating, urinating or defecating except in restroom facilities;
- 143 5. Carrying flammable liquids, flammable or nonflammable explosives, acid or
- 144 any other article or material of a type or in a manner that is likely to cause harm to others.
- 145 However, cigarette, cigar or pipe lighters, firearms, weapons and ammunition may be
- 146 carried if in a form or manner that is not otherwise prohibited by law or ordinance;
- 147 6. Intentionally obstructing or impeding the flow of transit vehicle or passenger
- 148 movement, hindering or preventing access to transit property, causing unreasonable
- 149 delays in boarding or deboarding, reclining or occupying more than one seat, or in any
- 150 way interfering with the provision or use of transit services;
- 151 7. Unreasonably disturbing others by engaging in loud, raucous, unruly,
- 152 harmful, abusive or harassing behavior;
- 153 8. Defacing, destroying or otherwise vandalizing transit property or any signs,
- 154 notices or advertisements on transit property;
- 155 9. Drinking an alcoholic beverage or possessing an open container of an
- 156 alcoholic beverage. However, possessing and drinking an alcoholic beverage is not
- 157 prohibited in the tunnel facilities if authorized as part of a scheduled special event for

158 which all required permits have been obtained and when the facilities are not in use for
159 transit purposes;

160 10. Entering nonpublic areas, including but not limited to tunnel staging areas
161 and equipment rooms, except when authorized by the director or when instructed to do so
162 by county or public safety personnel;

163 11. Dumping any materials whatsoever on transit property, including but not
164 limited to chemicals and automotive fluids;

165 12. Throwing an object at transit property or at any person in transit property;

166 13. For those individuals eighteen years of age and older, failing to present a
167 valid unexpired pass, transfer or ticket or otherwise failing to pay the appropriate fare as
168 required under county ordinance;

169 14. Possessing an unissued transfer or tendering an unissued transfer as proof of
170 fare payment;

171 15. Falsely representing oneself as eligible for a special or reduced fare or
172 obtaining any permit or pass related to the transit system by making a false
173 representation;

174 16. Falsely claiming to be a transit operator or other transit employee; or
175 through words, actions or the use of clothes, insignia or equipment resembling
176 department-issued uniforms and equipment, creating a false impression that the person is
177 a transit operator or other transit employee;

178 17. Bringing onto transit property odors which unreasonably disturb others or
179 interfere with their use of the transit system, whether the odors arise from one's person,
180 clothes, articles, accompanying animal or any other source;

181 18. Engaging in gambling or any game of chance for the winning of money or
182 anything of value;

183 19. Discharging a laser-emitting device on a transit vehicle, directing such a
184 device from a transit vehicle toward any other moving vehicle or directing such a device
185 toward any transit operator or passenger; and

186 20. Knowingly entering or remaining unlawfully on transit property.

187

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

J. Joseph McDermott, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Dow Constantine, County Executive

Attachments: None

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[October 31, 2018]
DRAFT ID

Sponsor: _____

[pdc]

Proposed No.: 2018-0477

1 **AMENDMENT TO PROPOSED ORDINANCE 2018-0477, VERSION 1**

2 On page 2, beginning on line 30, strike lines 30 through 34, and insert:

3 "B. The department shall set the user fees for the use of the parking facilities by
4 rule in accordance with K.C.C. chapter 2.98 and the rule shall establish a reduced fee rate
5 for ORCA Lift cardholders. The maximum fee rate for ORCA Lift cardholders shall be
6 fifty percent of the otherwise-applicable user fee, though the department may further
7 reduce the fee rate for ORCA Lift cardholders."
8

9 On page 3, beginning on line 55, strike lines 55 through 62, and insert:

10 "F. Appeals relating to the department's enforcement of its parking facilities user
11 fee rules shall be governed by K.C.C. chapter 23.20, except for appeals relating to vehicle
12 impounds. The procedures for impound appeals shall be established in the department's
13 parking facilities user fee rules and shall be consistent with chapter 46.55 RCW."
14

15 On page 6, line 113, after "property;" strike "and" and insert "((and))"

16

17 On page 6, line 116, after "ordinance" insert "; and

18 20. Using transit property, including, -but not limited to, park and ride lots or
19 garages, without paying a fee or obtaining a permit if a fee or permit is required for the
20 use of such property"

21

22 **EFFECT: To clarify the intent of the transmitted ordinance: (1) revises section 1.B**
23 **to clarify that the ORCA Lift cardholder fee shall be fifty percent or less of the**
24 **otherwise applicable fee, (2) deletes 1.F and 1.G and replaces them with a revised**
25 **1.F providing that appeals of the Department's enforcement of its parking facilities**
26 **user fee rules shall be governed by K.C.C. chapter 23.20, except for vehicle**
27 **impounds, which are to be address in the Department's rules consistent with**
28 **chapter 46.55 RCW, and(3) adds to Section 2 a provision A.20 prohibiting using**
29 **transit property without paying a fee or obtaining a permit if a fee or permit is**
30 **required.**

[Enter Date]
DRAFT ID

Sponsor: _____

[pdc]

Proposed No.: 2018-0477

1 **AMENDMENT TO PROPOSED ORDINANCE 2018-0477, VERSION 1**

2 On page 2, beginning on line 34, strike lines 34 through 38 and insert:

3 "C.1. The department shall review all parking facilities user fees annually and may
4 adjust the fees by rule based on market considerations and the department's parking
5 management goals, which include: encouraging use of transit; spreading peak-of-the-peak
6 demand for transit; increasing ridership in the region; improving access to transit parking
7 for low-income populations, communities of color, immigrants and refugees, limited-
8 English-speaking populations, transit-dependent populations, individuals who work
9 nontraditional schedules or during off-peak travel periods and other transit riders;
10 increasing use of carpooling; and covering program costs."

11
12 On page 3, after line 62, insert:

13 "SECTION 2. Ordinance 12643, Section 23, as amended, and K.C.C. 28.94.265
14 are each hereby amended to read as follows:

15 The director shall submit annually to the council, by September 30, a report on the
16 services and fares authorized by K.C.C. 28.94.035, 4A.700.230, 4A.700.130,
17 4A.700.090, 4A.700.070, 4A.700.050, 4A.700.450, 4A.700.410, 4A.700.110, 28.94.225,
18 4A.700.530, 4A.700.350, 4A.700.610 and 4A.700.210. The report shall also describe

19 any commercial parking agreements permitted by K.C.C. 28.96.220 that are in place,
20 revenues generated and comments from users of the facilities where agreements are in
21 place. The report shall also describe the parking facilities user fees program established
22 by section 1 of this ordinance. The report shall be filed in the form of a paper original
23 and an electronic copy with the clerk of the council, who shall retain the original and
24 provide an electronic copy to all councilmembers."

25 Renumber any remaining sections consecutively and correct any internal references
26 accordingly.

27 **EFFECT: Amends the Metro Transit Department's parking management goals to**
28 **include improved access to transit parking for low-income populations, communities**
29 **of color, immigrants and refugees, limited English speaking populations, individuals**
30 **who work non-traditional schedules or during off-peak travel times. Amends the**
31 **proposed ordinance to require the inclusion of permit parking fee information in the**
32 **annual report on services and fares required by K.C.C. 28.94.265.**

33
34

**2019/2020 King County Council
Budget and Fiscal Management Committee**

PROVISO/ER FORM

Panel Recommendation ____ Reconciliation ____ Chair Striker ____

Panel:	<i>Physical Environment</i>
Appropriation Name:	<i>Transit</i>
Exec Ordinance Section:	<i>107</i>
Analyst:	<i>Paul Carlson</i>

Naming convention is: Pxx, Appropriation/Agency, subject, analyst, & version. Example: P1 Sheriff contracting Curry V2

PROVISO/ER TEXT:

PX PROVIDED THAT:

Of this appropriation, \$500,000 shall not be expended or encumbered until the executive transmits two reports on the parking facilities user fee rules set in accordance with Section 1.B. of Proposed Ordinance 2018-0477. It is anticipated that the department will utilize permits as part of the parking facilities user fee structure rule it is authorized to establish under Proposed Ordinance 2018-0477. The first report should be due December 31, 2019, and the second report should be due June 30, 2020. Upon transmittal of each report, \$250,000 shall be released for expenditure or encumbrance.

Each report shall include, but not be limited to, data on the number of single-occupancy vehicle permits, single-occupancy vehicle ORCA Lift cardholder permits and high-occupancy vehicle permits issued for each parking facility, permit usage, revenue and how the parking facility user fee program contributes to achieving the department's parking management goals,

which include: encouraging use of transit; spreading peak-of-the-peak demand for transit; increasing ridership in the region; improving access to transit parking for low-income populations, communities of color, immigrants and refugees, limited-English-speaking populations, transit-dependent populations, individuals who work nontraditional schedules or during off-peak travel periods and other transit riders; increasing carpooling; and covering program costs.

Each report shall 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.