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Title: AN ORDINANCE implementing public transportation service changes in June 2014 scheduled service change.

Sponsors: Larry Phillips

Indexes: Transportation

Code sections:

Attachments: 1. 2013-0532 Legislative Review Form.pdf, 2. A. June 2014 Public Transportation Service Change for King County, 3. 2013-0532 Changes Summary .pdf, 4. 2013-0532 fiscal note.xlsx, 5. 2013-0532 June 2014 -Service Equity Report.pdf, 6. 2013-0532 transmittal letter.docx, 7. 2013-0532 Staff Report - AWV Service Change.doc, 8. 2013-0532 FINAL SR with attachments.pdf

Date	Ver.	Action By	Action	Result
2/24/2014	1	Metropolitan King County Council	Re-referred	
2/10/2014	1	Metropolitan King County Council	Deferred	
1/27/2014	1	Metropolitan King County Council	Deferred	
1/21/2014	1	Metropolitan King County Council	Hearing Held	
1/21/2014	1	Metropolitan King County Council	Deferred	
1/15/2014	1	Transportation, Economy, and Environment Committee	Recommended Do Pass	Pass
1/13/2014	1	Metropolitan King County Council	Introduced and Referred	

AN ORDINANCE implementing public transportation service changes in June 2014 scheduled service change.

STATEMENT OF FACTS:

1. On October 23, 2008, the Washington state Department of Transportation ("WSDOT") and King County entered into GCA 5820, an agreement for Enhanced Transit Services ("the ETS agreement") for the Early Safety and Mobility projects of the Alaskan Way Viaduct and Seawall Replacement Program ("Moving Forward projects").
2. The ETS agreement with WSDOT provided a means to transfer moneys from WSDOT to the

King County transit division ("Metro transit") to mitigate traffic congestion and disruption associated with the Moving Forward projects. The moneys have paid for additional buses and expanded service hours.

3. On November 28, 2011, the ETS agreement was amended to extend its term from December 31, 2013, to June 30, 2014, and to allow the West Seattle water taxi to be included as one of the modes eligible for enhancement under the ETS agreement, allowing Metro transit to contract with the King County ferry district in order to provide a mechanism to implement and fund supplementary water taxi service.

4. On October 19, 2012, the ETS agreement was further amended to revise the definitions of Moving Forward projects as referenced in the agreement to include all state-funded projects and related utility relocations authorized by the Washington state Legislature under Chapter 518, Section 305, Laws of Washington 2007 and Chapter 458, Laws of Washington 2009; and to expand terms addressing travel corridors, commuter sheds, travel time, schedule adjustments and reliability for Moving Forward projects to include measures necessary to mitigate traffic impacts and congestion during the construction phase of Alaskan Way Viaduct program projects required to complete the State Route 99 bored tunnel project.

5. In accordance with the ETS agreement, Metro transit regularly reports to WSDOT on the performance of transit services. As reported in the volume 11 (February 2013–June 2013) report, transit services in corridors impacted by construction on the Alaskan Way Viaduct are up to seven minutes per trip slower during peak periods and are attracting thirty-three thousand more rides each day compared to before viaduct construction began.

6. Service changes proposed for June 2014 are intended to address the loss of funding from WSDOT when the ETS agreement expires June 30, 2014. However, construction-related travel time and congestion impacts of the state's Viaduct replacement project are expected to continue

until the State Route 99 bored tunnel project is complete at the end of 2015, with subsequent impacts of the City of Seattle's central waterfront construction project expected to extend through 2019.

7. Service changes proposed for June 2014 affect the areas and service corridors in which construction-related impacts will continue to occur, but which will no longer be benefitted by WSDOT-funded mitigation efforts when the ETS agreement expires in June. Within these areas and corridors, the King County Metro Service Guidelines have been applied with the goal of limiting adverse impacts on riders and traffic as much as possible.

8. The proposed changes to Metro transit's fixed route transit network include changes that affect service in the cities of Des Moines, Normandy Park, Burien and Seattle, as well as portions of unincorporated King County.

9. The proposed changes are consistent with the policy direction and priorities adopted on August 30, 2013, in the Updates to the Strategic Plan for Public Transportation 2011-2021 and associated King County Metro Service Guidelines under Ordinance 17641.

10. Metro transit conducted required public outreach and Title VI analysis in accordance with King County Code and policy.

11. The proposed changes are within the adopted 2013-14 service hour budget.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The public transportation service changes for King County, substantially as described in

Attachment A to this ordinance, are hereby approved and will be implemented effective June 7, 2014.