Ordinances Adopting and Amending the Strategic Plan and Service Guidelines
KING COUNTY

Signature Report

July 12, 2011

Ordinance 17143

Proposed No. 2011-0114.2

Sponsors Dunn and Phillips

AN ORDINANCE relating to public transportation;

adopting the Strategic Plan for Public Transportation 2011-

2021 and Metro Transit Service Guidelines; and repealing

Ordinance 12060, Section 1, Ordinance 12060, Section 2;

Ordinance 12060, Section 3, Ordinance 12060, Section 4;

Ordinance 12060, Section 5, Exhibit A to Ordinance

12060, Exhibit B to Ordinance 12060, Exhibit C to

Ordinance 12060, Exhibit D to Ordinance 12060,

Ordinance 14464, Section 1, Ordinance 14464, Section 2,

Ordinance 14464, Section 3, Ordinance 14464, Section 4,

Ordinance 14464, Section 5, Ordinance 14464, Section 6,

Attachment A to Ordinance 14464, Attachment B to

Ordinance 14664, Attachment C to Ordinance 14464,

Attachment D to Ordinance 14464, Ordinance 15047,

Section 1, Ordinance 15047, Section 2, Attachment A to

Ordinance 15047, Attachment B to Ordinance 15047,

Attachment C to Ordinance 15047, Attachment D to

Ordinance 15047, Ordinance 15962, Section 1, Ordinance

15962, Section 2, Attachment A to Ordinance 15962,
Ordinance 15963, Section 1, Ordinance 15963, Section 2,
Attachment A to Ordinance 15963, Ordinance 16708,
Section 1, Ordinance 16708, Section 2, Ordinance 16708,
Section 3, Attachment A to Ordinance 16708 and
Attachment B to Ordinance 16708.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Findings:

A. A Comprehensive Plan for Public Transportation ("Comprehensive Plan") was
adopted by Resolution 6641 on October 21, 1993, by the council of the former
municipality of metropolitan Seattle and ratified by the King County council by adoption
of Ordinance 11032, Section 28.

B. On December 11, 1995, the council passed Ordinance 12060, amending the
Comprehensive Plan and adopting a Six-Year Transit Development Plan, which guided
implementation of service changes and improvements in a way consistent with the new
Comprehensive Plan.

C. Following periodic updates to the Comprehensive Plan and The Six-Year
Transit Development Plan, the council adopted Ordinance 15963 in November 2007,
replacing the Six-Year Transit Development Plan with a ten-year strategic plan. That
strategic plan included guidance about the priorities for improvements to the public
transportation system consistent with the Transit Now program as established via
Ordinance 15962.

D. Beginning in 2008 and 2009, the global recession caused a significant
downturn in sales tax revenues funding the current and future years of the Metro transit
system. As a result of these changing conditions, the council engaged in a multi-year strategy to refocus, make more efficient and save as much transit service as possible. This strategy involved: a comprehensive audit of the transit division; reductions in staffing and services that support the delivery of transit service; deferral of non-RapidRide and Partnership Transit Now services; multiple fare increases; changing the way transit service is planned and delivered; and appointment of a broad stakeholder group as a regional transit task force with a charge to make recommendations regarding the policy framework for the Metro transit system.

E. Following seven months of intensive deliberations, the regional transit task force delivered its final recommendation report with the unanimous support of task force members. The recommendations in the task force report focused on the following areas:

1. Transparency and clarity: that the transit division provide more transparency and clarity to the public on the agency’s decision-making process and develop a set of performance measures and clear and transparent guidelines to be used in service allocation decisions;

2. Cost control: that the transit division continue to control costs and build toward a more sustainable financial structure over time; and

3. Productivity, social equity and geographic value: that, in making decisions about service reduction and service growth, the transit division emphasizes productivity, ensures social equity and provides geographic value.

F. In July 2010, the council adopted the first-ever countywide King County Strategic Plan 2010-2014, establishing prioritized goals, objectives and strategies for the programs and services of King County government. This countywide plan was also
intended to provide a framework for all agency-level strategic planning, including
planning for the transit division.

G. The Strategic Plan for Public Transportation 2011-2021, including the King
County Metro Service Guidelines, adopted by this ordinance, builds on the King County
Strategic Plan 2010-2014 and the policy framework and recommendations of the regional
transit task force and is also guided by the challenges King County Metro faces: regional
growth; the evolving transportation system; climate change; diverse customer needs; and
a structural funding deficit.

H. The Strategic Plan for Public Transportation 2011-2021 modifies the Transit
Now program service implementation phasing plan and revises the description of the
Transit Now program that will occur within the 2011-2021 time frame. The King County
council, as authorized by K.C.C. 4.29.020 and, if passed by a supermajority of at least six
affirmative votes of the council, may allow the proceeds from the Transit Now tax to
fund service consistent with King County Code and King County Metro transit policies
and goals.

I. The Strategic Plan for Public Transportation 2011-2021 replaces the
Comprehensive Plan for Public Transportation, the Strategic Plan for Public
Transportation 2007-2016 and the separately adopted Transit Program Financial Policies,
which are therefore repealed by this ordinance together with the ordinances approving
and amending them.

J. The Strategic Plan for Public Transportation 2011-2021 and King County
Metro Service Guidelines are meant to be living documents setting the policy for and
guiding the implementation of the Metro transit service network while responding to
growth throughout the county, while also incorporating regular review of policies by the regional transit committee.

K. Regional transit committee review of policies within the timeframe provided by the county charter for deliberation of legislation could be challenging due to the multiple due dates of reports and plan updates required by this ordinance and other county issues such as budget deliberations or recess commitments. City and county leaders intend to work cooperatively to ensure that regional committee meetings and review provide the full time allocated in the county charter for future deliberations on the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines. This intent is recognized in King County council rules, K.C.C. 1.24.065.B.5, which provide that the chair of a regional committee cannot take a unilateral action to cancel a regional committee meeting without concurrence of the vice chair or action of the full committee in lieu of vice chair agreement.

SECTION 2. The following are each hereby repealed:

A. Ordinance 12060, Section 1;
B. Ordinance 12060, Section 2;
C. Ordinance 12060, Section 3;
D. Ordinance 12060, Section 4;
E. Ordinance 12060, Section 5;
F. Exhibit A to Ordinance 12060, Six-Year Transit Development Plan for 1996 - 2001;
G. Exhibit B to Ordinance 12060, Six-Year Transit Development Plan for 1996 - 2001 Appendices;
Ordinance 17143

H. Exhibit C to Ordinance 12060, Six-Year Transit Development Plan for 1996 - 2001 Public Involvement Report;

I. Exhibit D to Ordinance 12060, Six-Year Transit Development Plan for 1996 - 2001 Addendum to the Regional Transit System Plan Final Environmental Impact Statement;

J. Ordinance 14464, Section 1;

K. Ordinance 14464, Section 2;

L. Ordinance 14464, Section 3;

M. Ordinance 14464, Section 4;

N. Ordinance 14464, Section 5;

O. Ordinance 14464, Section 6;

P. Attachment A to Ordinance 14464, Six-Year Transit Development Plan for 2002 to 2007;

Q. Attachment B to Ordinance 14664, Six-Year Transit Development Plan for 2002 to 2007: Appendices RTC Recommended September 2002;

R. Attachment C to Ordinance 14464, Public Involvement Report Summary Proposed Initiatives for the Six-Year Transit Development Plan King County Metro Transit Fall 2001;

S. Attachment D to Ordinance 14464, Addendum to the Regional Transit System Plan Final Environmental Impact Statement, Six-Year Transit Development Plan for 2002-2007;

T. Ordinance 15047, Section 1;

U. Ordinance 15047, Section 2;
V. Attachment A to Ordinance 15047, Exhibit A - 2002 Six-Year Transit Development Plan Update;

W. Attachment B to Ordinance 15047, Exhibit B - 2002 Six-Year Transit Development Plan Update;

X. Attachment C to Ordinance 15047, Exhibit C - 2002 Six-Year Transit Development Plan Update;

Y. Attachment D to Ordinance 15047, Exhibit D - 2002 Six-Year Transit Development Plan Update;

Z. Ordinance 15962, Section 1;

AA. Ordinance 15962, Section 2;

BB. Attachment A to Ordinance 15962, Amendments to the Comprehensive Plan for Public Transportation, dated November 5, 2007;

CC. Ordinance 15963, Section 1;

DD. Ordinance 15963, Section 2;

EE. Attachment A to Ordinance 15963, Strategic Plan for Public Transportation 2007-2016, November, 2007;

FF. Ordinance 16708, Section 1;

GG. Ordinance 16708, Section 2;

HH. Ordinance 16708, Section 3;

II. Attachment A to Ordinance 16708, Strategic Plan for Public Transportation 2007-2016, dated November 5, 2009; and

SECTION 3. The Strategic Plan for Public Transportation 2011-2021, which is
Attachment A to this ordinance, is hereby adopted, superseding the Comprehensive Plan
for Public Transportation and the 2007-2016 Strategic Plan for Transportation.

SECTION 4. The King County Metro Service Guidelines, which are Attachment
B to this ordinance, are hereby adopted.

SECTION 5. Beginning with a baseline report in 2012 and then annually
thereafter through the duration of the plan, the executive is directed to transmit to the
council, for acceptance by motion, an annual service guidelines report of Metro’s transit
system, complementary to the biennial report on meeting the goals, objectives and
strategies identified in chapter three of the Strategic Plan for Public Transportation 2011-
2021. This service guidelines report is shaped by the Strategic Plan for Public
Transportation 2011-2021 and the King County Metro Service Guidelines.

A. For the period of the report, the service guidelines report shall include:

1. The corridors analyzed to determine the Metro All-Day and Peak Network
with a summary of resulting scores and assigned service levels as determined by the King
County Metro Service Guidelines;

2. The results of the analysis including a list of over-served and under-served
transit corridors and the estimated number of service hours, as either an increase or
decrease, necessary to meet each underserved corridor’s needs;

3. The performance of transit services by route and any changes in the King
County Metro Service Guidelines thresholds since the previous reporting period, using
the performance measures identified in Chapter III of the strategic plan and in the
guidelines;
4. A list of transit service changes made to routes and corridors of the network since the last reporting period;

5. Network and rider connectivity associated with transit services delivered by other providers; and

6. A list of potential changes, if any, to the strategic plan and guidelines to better meet their policy intent.

B. The report and motion shall be transmitted by March 31 of each year for consideration by the regional transit committee.

SECTION 6. By April 30, 2012, 2013 and 2015, and as necessary thereafter for the purpose of validating policy intent of the strategic plan, the executive shall transmit to the council an ordinance to update the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines. At a minimum, the legislation and update should include:

A. Changes necessary to account for separately adopted transit policy documents including updating the plan and guidelines, and repealing or rescinding, as necessary, appropriately accounted for policies;

B. Any proposed changes to address unanticipated issues associated with implementing the plan and guidelines, including the factors that implement the concepts of productivity including land use, social equity and geographic value;

C. Changes that may be necessary to achieve the five-year implementation plan required in Section 7 of this ordinance;

D. Changes necessary to address the results of the collaborative process required in Section 8 of this ordinance; and
E. Additional substantive changes that may also be proposed following regional transit committee discussion.

SECTION 7. By June 15, 2012, the executive shall transmit to the council, for acceptance by motion, a five-year implementation plan for alternatives to traditional transit service delivery consistent with the recommendations from the 2010 regional transit task force and guidance from the King County Metro Service Guidelines. This plan should, at a minimum, include:

A. A review of alternative service delivery best practices in the transit industry;

B. Consideration of local service needs;

C. Stakeholder involvement;

D. Costs and benefits of all evaluated alternative service delivery options;

E. A summary of constraints to implementation and methods to reduce barriers for change;

F. Strategies to build ridership, such as through marketing, where resources are available to do so;

G. Recommendations for alternative service delivery; and

H. A timeline for implementation actions.

SECTION 8. By April 30, 2013, and as part of the 2013 transmittal required in Section 6 of this ordinance, the executive shall transmit to the council an ordinance to update the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines recognizing that the strategic plan and guidelines are based upon Metro's current network, which will require future changes to meet the 2010 regional transit task force recommendations. Additionally, by October 31, 2012 the
executive shall transmit a preliminary results report produced through the collaborative
process identified in Section 8.A. of this ordinance to the regional transit committee. At a
minimum, the legislation and update should include refinements to the guidelines’
methodology to:

A. Incorporate input from local jurisdictions as generated through a collaborative
process defined by the executive;

B. Address the factors, methodology and prioritization of service additions in
existing and new corridors consistent with Strategy 6.1.1;

C. More closely align factors used to serve and connect centers in the
development of the All-Day and Peak Network and resulting service level designations,
including consideration of existing public transit services, with jurisdictions’ growth
decisions, such as zoning and transit-supportive design requirements, and actions
associated with but not limited to permitting, transit operating enhancements, parking
controls and pedestrian facilities; and

D. Create a category of additional service priority, complementary to existing
priorities for adding service contained within the King County Metro Service Guidelines,
so that priorities include service enhancements to and from, between and within Vision
2040 regionally designated centers, and other centers where plans call for transit-
supportive densities and jurisdictions have invested in capital facilities, made operational
changes that improve the transit operating environment and access to transit, and
implemented programs that incentivize transit use.

SECTION 9. When submitting a proposal for reduction of total Metro transit
system service hours greater than ten percent of the current service hours, the executive
should include a proposed community outreach and awareness program to be
implemented in support of developing and implementing the service hour reductions.
The program should be appropriate to the size and scale of the transit service reductions
and incorporate a community feedback process. In light of the scope and schedule of the
necessary outreach, the program should include consideration of the use of external professional resources to augment county staffing.

Ordinance 17143 was introduced on 3/7/2011 and passed by the Metropolitan King County Council on 7/11/2011, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Ms. Lambert, Mr. Ferguson, Mr. Dunn and Mr. McDermott
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 13 day of July, 2011.

Dow Constantine, County Executive

Attachments: A. King County Metro Transit Strategic Plan for Public Transportation 2011-2021, dated June 15, 2011, B. King County Metro Service Guidelines, dated June 15, 2011
AN ORDINANCE relating to public transportation;
adopting an update to the Strategic Plan for Public
Transportation 2011-2021.

STATEMENT OF FACTS:
1. The King County council adopted the King County Metro Strategic
Plan for Public Transportation 2011-2021 ("the strategic plan") and the
King County Metro Service Guidelines ("the service guidelines") in July
2011.
2. The regional transit task force recommended that the strategic plan and
service guidelines focus on transparency and clarity, cost control and
productivity.
3. In July 2010, the King County council adopted the first-ever
countywide King County Strategic Plan 2010-2014, establishing
prioritized goals, objectives and strategies for the programs and services of
King County government. The countywide plan was also intended to
provide a framework for all agency-level strategic planning, including
planning for the transit division.
4. The strategic plan and service guidelines build on the King County
Strategic Plan 2010-2014 and the policy framework and recommendations
of the regional transit task force and are also guided by the challenges
King County Metro faces: regional growth; the evolving transportation
system; climate change; diverse customer needs; and a structural funding
deficit.

5. The strategic plan and service guidelines are meant to be living
documents setting the policy for and guiding the implementation of the
Metro transit service network while responding to growth throughout the
county, while also incorporating regular review of policies by the regional
transit committee.

6. Ordinance 17143, Section 6, which adopted the strategic plan and
service guidelines, directs that by April 30, 2012, 2013 and 2015, and as
necessary thereafter for the purpose of validating policy intent of the
strategic plan, the executive shall transmit to the council an ordinance to
update the strategic plan and service guidelines. The legislation and
updates should include:

A. Changes necessary to account for separately adopted transit policy
documents including updating the strategic plan and service guidelines;
B. Any proposed changes to address unanticipated issues associated with
implementing the strategic plan and service guidelines;
C. Changes that may be necessary to achieve the five-year
implementation plan for alternatives to traditional transit service delivery.

The five-year implementation plan is required by Ordinance 17143,
Section 7, consistent with the recommendations from the 2010 regional transit task force and guidance from the service guidelines;

D. Changes necessary to address the results of the collaborative process required in Ordinance 17143, Section 8; and

E. Additional substantive changes that may also be proposed following regional transit committee discussion.

7. Ordinance 17143, Section 7, requires that by June 15, 2012, the executive shall transmit to the council, for acceptance by motion, a five-year implementation plan for alternatives to traditional transit service delivery consistent with the recommendations from the 2010 regional transit task force and guidance from the service guidelines. The plan should, at a minimum, include:

A. Review of alternative service delivery best practices in the transit industry;

B. Consideration of local service needs;

C. Stakeholder involvement;

D. Costs and benefits of all evaluated alternative service delivery options;

E. A summary of constraints to implementation and methods to reduce barriers for change;

F. Strategies to build ridership, such as through marketing, where resources are available to do so;

G. Recommendations for alternative service delivery; and
H. A timeline for implementation actions.

8. The proposed update meets the requirements of Ordinance 17143, Section 6, and provides the basis for policy changes necessary to achieve the five-year implementation plan for alternative services that will be transmitted on June 15, 2012.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The King County Metro Strategic Plan for Public Transportation 2011-2021 is hereby updated to incorporate two new strategies, which is Attachment A to
this ordinance, to address policies necessary to facilitate achievement of the five-year implementation plan for alternatives to traditional service.

Ordinance 17386 was introduced on 5/7/2012 and passed by the Metropolitan King County Council on 7/30/2012, by the following vote:

Yes: 8 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Patterson, Ms. Lambert, Mr. Ferguson, Mr. Dunn and Mr. McDermott
No: 0
Excused: 1 - Ms. Hague

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 10 day of AUGUST, 2012.

Dow Constantine, County Executive

Attachments: A. Proposed new strategies 2.1.4 and 6.2.4 dated 6-27-12
Attachment A: Proposed new strategies 2.1.4 and 6.2.4

**Strategy 2.1.4: Seek to provide to the general public an extensive range of transportation alternatives to regular fixed route-transit, such as ridesharing and other alternative or “right-sized” services.**

Innovative public transportation services and delivery strategies can keep costs down while providing mobility to people throughout King County. Metro is exploring opportunities to expand alternative service options to a broader range of users as effective and lower-cost alternatives to fixed-route bus service. Metro currently provides services such as the Community Access Transportation and Taxi Scrip programs for riders who meet certain age, income and/or disability requirements. If Metro had the ability to provide these types of mobility options to the general public in addition to people who meet eligibility criteria, it could have more opportunities to offer cost-efficient alternatives to fixed-route bus service. By increasing the flexibility and convenience of other programs, such as Vanpool, Metro could also make these options available to a wider range of customers.

To provide an extensive array of services to the general public, changes may be necessary to current code provisions that limit a service to certain eligible populations. Metro should pursue code changes that clarify eligibility criteria for special programs yet allow the general public to use the programs in other circumstances.

**Strategy 6.2.4: Provide alternative or “right-sized” services in the context of overall system financial health and the need to reduce, maintain or expand the system.**

Metro will extend alternative service delivery products to communities according to market characteristics and resources available. Alternative or “right-sized” services can provide cost-effective mobility options for communities. Depending on Metro’s financial standing and six to 10 year financial outlook, it may provide these services as a cost-effective alternative to a fixed-route service or as a complement to the public transit network.

When financial challenges require Metro to consider service reductions, alternative services can provide a lower-cost service option in low-density areas that are surrounded by or adjacent to rural areas, or to provide a lower cost service in place of an existing fixed route in other areas. When revenues are stable or growing, Metro will consider alternative services in other corridors where it provides a cost-effective addition to fixed-route service or as a complement to existing public transit services where appropriate markets exist.
AN ORDINANCE relating to public transportation;

revising the reporting schedule for the annual service

guidelines report and establish a new reporting schedule for

the biennial strategic plan progress report; and amending

Ordinance 17143, Section 5.

STATEMENT OF FACTS:

1. The King County council adopted Ordinance 17143 in July 2011,

adopting the King County Metro Strategic Plan for Public Transportation

2011-2021 ("the strategic plan") and the King County Metro Service

Guidelines ("service guidelines").

2. Chapter three of the strategic plan requires Metro to report on strategic

plan measures on a biennial basis. Complementary to the biennial

strategic plan report, Ordinance 17143 requires Metro to transmit to the

council, for acceptance by motion, an annual service guidelines report.

Ordinance 17143, Section 5.B, requires the service guidelines report and

motion to be transmitted by March 31 of each year for consideration by

the regional transit committee.
3. The data collected and utilized by Metro in preparing the annual service guidelines report is available for evaluation beginning in late summer of each year.

4. The data that is used to formulate the service guidelines report also forms the basis for service change proposals and therefore should be made available as soon as possible.

5. Data necessary for measuring the cost of service, which is a subject of the biennial strategic plan progress report, is not typically available in time for a March 31 transmittal.

6. The biennial strategic plan progress report provides information useful to Metro's biennial budgeting process and therefore should be submitted in the same year as the budget.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 17143, Section 5, is hereby amended to read as follows: Beginning with a baseline report in 2012 and then annually thereafter through the duration of the plan, the executive is directed to transmit to the council, for acceptance by motion, an annual service guidelines report of Metro's transit system, complementary to the biennial report on meeting the goals, objectives and strategies identified in chapter three of the Strategic Plan for Public Transportation 2011-2021. This service guidelines report is shaped by the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines.

A. For the period of the report, the service guidelines report shall include:
1. The corridors analyzed to determine the Metro All-Day and Peak Network with a summary of resulting scores and assigned service levels as determined by the King County Metro Service Guidelines;

2. The results of the analysis including a list of over-served and under-served transit corridors and the estimated number of service hours, as either an increase or decrease, necessary to meet each underserved corridor's needs;

3. The performance of transit services by route and any changes in the King County Metro Service Guidelines thresholds since the previous reporting period, using the performance measures identified in Chapter III of the strategic plan and in the guidelines;

4. A list of transit service changes made to routes and corridors of the network since the last reporting period;

5. Network and rider connectivity associated with transit services delivered by other providers; and

6. A list of potential changes, if any, to the strategic plan and guidelines to better meet their policy intent.

B. The report and motion shall be transmitted by ((March 31)) October 31 of each year for consideration by the regional transit committee. Beginning in 2014, the biennial
Ordinance 17597

59 report identified in chapter three of the Strategic Plan for Public Transportation 2011-
60 2021 shall be transmitted by motion by June 30 of every other year.

61

Ordinance 17597 was introduced on 5/6/2013 and passed by the Metropolitan King
County Council on 6/3/2013, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,
Ms. Patterson, Ms. Lambert, Mr. Dunn, Mr. McDermott and Mr.
Dembowski
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Neris, Clerk of the Council

APPROVED this 7 day of June, 2013.

Dow Constantine, County Executive

Attachments: None
AN ORDINANCE relating to public transportation;

adopting updates to the Strategic Plan for Public

Transportation 2011-2021 and King County Metro Service

Guidelines; and amending Ordinance 17143, Section 4.

STATEMENT OF FACTS:

1. The King County council adopted the King County Metro Strategic

Plan for Public Transportation 2011-2021 ("the strategic plan") and the

King County Metro Service Guidelines ("service guidelines") in July 2011

via Ordinance 17143.

2. The regional transit task force recommended that the strategic plan and

service guidelines focus on the balancing of productivity, social equity and

geographic value in the distribution of transit service.

3. The strategic plan and service guidelines are meant to be living

documents, setting the policy for and guiding the implementation of the

Metro transit service network by responding to growth throughout the

county and incorporating regular review of policies by the regional transit

committee. The proposed 2013 updates of the strategic plan and service

guidelines address the following concerns:
A. The adoption of certain system-wide service standards, policies and methodologies to determine whether proposed changes will have a discriminatory impact based on race, color or national origin or will result in a disproportionate burden on low-income populations, as required by Title VI of the Civil Rights Act of 1964 and Federal Transit Administration Circular 4702.1B;

B. Implementation of alternative services methodologies by updating of the service guidelines consistent with strategies 2.1.4 and 6.2.4 adopted by Ordinance 17386 in July 2012;

C. Revisions of the service guidelines to clarify language and policy intent to provide greater transparency; and

D. Updating the strategic plan and service guidelines to better link growth in transit service with growth and changes in communities in order to implement Ordinance 17143, Section 8.

4. Access to transit is affected by many factors such as land use and development, roadways, bikeways and pedestrian facilities, park and rides and transit connectivity. Currently, Metro evaluates and estimates access to transit through two key measures: the number of jobs and households within one-quarter mile of a transit corridor and the number of jobs and households within two miles of a park-and-ride facility. These measures, however, do not account for the quality, availability or utilization of the infrastructure that supports access to transit, in particular park-and-rides and their role in aggregating transit riders in lower and moderate density
areas. Additionally, the infrastructure is owned or operated by a diverse
list of organizations, including the Washington state Department of
Transportation, Sound Transit and other transit agencies, King County,
individual cities, private organizations, including for-profit and not-for-
profit organizations, and a variety of partnerships. As a result of the
diversity of ownership, cross-organizational planning tends to focus on
project-specific access to transit, leaving an opportunity for a multiagency
planning initiative that addresses the broader issue of access on a system-
wide basis.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The King County Metro Transit Strategic Plan for Public
Transportation 2011-2021 is hereby updated to incorporate one new strategy, an update
to strategy 2.1.2 and updates to performance measures as provided in Attachment A to
this ordinance.

SECTION 2. Ordinance 17143, Section 4, is hereby amended to read as follows:
The King County Metro Service Guidelines, dated July 17, 2013, which is
Attachment B to ((Ordinance 17143)) this ordinance, are hereby adopted.

SECTION 3. A.1. By December 31, 2013, the executive shall transmit to the
council and the regional transit committee, for acceptance by motion, a work plan to
identify potential updates to the King County Metro Transit Strategic Plan for Public
Transportation 2011-2021, related to park and rides and other infrastructure supporting
access to transit.
2. The executive shall convene a work group, including representation from the Puget Sound Regional Council, Washington state Department of Transportation, Sound Transit, the transit division, executive and legislative branch staff, individual cities and private-sector representatives, to develop the work plan.

3. The work plan shall include the timelines, milestones, lead agency or jurisdiction and scope to identify:
   a. the role of park and rides and other community infrastructure related to access to transit;
   b. industry best practices and innovative approaches to improve access to transit capacity including but not limited to parking management, technology, non-motorized corridors, and transportation demand management;
   c. options for regional needs reporting and funding of access to transit infrastructure;
   d. model policy language that supports access to transit through transit-oriented communities and infrastructure; and
   e. potential updates to the Strategic Plan for Public Transportation and Metro Service Guidelines to clarify the role, measurement and funding of access to transit as they relate to the King County Metro transit system.

4. The work plan shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

B. A report on the subjects described in subsection A.3.a. and b. of this section shall be transmitted by December 31, 2014, for consideration by the regional transit
committee and receipt of the report shall be acknowledge by the council by motion. The report shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

C. A report or reports on the subjects described in subsection A.3. c., d. and e. of this section shall be transmitted by December 31, 2015, for consideration by the regional transit committee and receipt of the report or reports shall be acknowledged by the council by motion. The report or reports shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers and members of the regional transit committee.

SECTION 4. By April 30, 2014, the executive shall transmit to the council and regional transit committee, for acknowledgement of receipt by motion, a report evaluating alternative measures for use in identifying crowded services and the related transit service investment needs. These could include capacity measures that are not based on the number of seats on the bus. The intent of this work is to consider whether alternative measures or further changes of thresholds for passengers to seats should be used to determine overcrowding. The report shall be filed in the form of a paper original and electronic copy with the clerk of the council, who shall retain the original and
Ordinance 17641 was introduced on 5/6/2013 and passed by the Metropolitan King County Council on 8/19/2013, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Ms. Lambert, Mr. Dunn, Mr. McDermott and Mr. Dembowski
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 30 day of August, 2013.

Dow Constantine, County Executive

Attachments: A. Updates to the Strategic Plan for Public Transportation, 2011-2021 dated 7-17-13, B. King County Metro Service Guidelines dated 7-17-13
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KING COUNTY

Signature Report

June 14, 2016

Ordinance 18301

Proposed No. 2016-0005.2  Sponsors Dunn, Balducci, Dembowski and Kohl-Welles

AN ORDINANCE relating to public transportation;

adopting updates to the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines; and repealing Ordinance 17143,

Section 3, Ordinance 17386, Section 1, Ordinance 17641,

Section 1, and Ordinance 17143, Section 4, as amended.

STATEMENT OF FACTS:

1. The King County council adopted the King County Metro Strategic Plan for Public Transportation 2011-2021 ("strategic plan") and the King County Metro Service Guidelines ("service guidelines") in July 2011.

2. The regional transit task force recommended that the strategic plan and service guidelines focus on transparency and clarity, cost control, productivity, social equity, geographic value and sustainable funding.

3. In 2010, the first-ever countywide King County Strategic Plan 2010-2014 was adopted via Ordinance 16897, establishing prioritized goals, objectives and strategies for the programs and services of King County government. This countywide plan was also intended to provide a framework for all agency-level strategic planning, including planning for the transit division.
4. The strategic plan and service guidelines build on the King County Strategic Plan 2010-2014 and the policy framework and recommendations of the regional transit task force and are also guided by the challenges King County Metro faces: population and economic growth, demographic changes, funding, the environment, customer service and satisfaction, access to transit, and an evolving transportation system.

5. The strategic plan and service guidelines are meant to be living documents setting the policy for and guiding the implementation of the Metro transit service network while responding to growth throughout the county, while also incorporating regular review of policies by the regional transit committee.

6. Ordinance 17143, Section 6, which adopted the strategic plan and service guidelines, directed the executive to transmit to the council an ordinance to update the strategic plan and service guidelines by April 30, 2012, 2013 and 2015, and as necessary thereafter for the purpose of validating policy intent of the strategic plan.

7. Ordinance 18029, Section 1, changed the due date for the April 30, 2015 update to December 15, 2015, to allow for the formation of a regional stakeholder task force called for in the 2015/2016 Biennial Budget Ordinance, Ordinance 17941, Section 113, Proviso P1 to provide recommendations that influence the updates to the strategic plan and service guidelines.
8. In February 2015, the council passed Motion 14304, adopting the work plan for a regional stakeholder transit task force that convened from March through October 2015. The task force made consensus recommendations in October, 2015 after reviewing the following policy areas identified in the charge:

a. How transit service performance is measured as specified in the service guidelines to reflect the varied purposes of different types of transit service;

b. Approaches to evaluating how the goal of geographic value is included in the service guidelines, including minimum service standards;

c. Approaches to evaluating how the goal of social equity is included in the service guidelines;

d. Financial policies for purchase of additional services within a municipality or among multiple municipalities; and

e. Guidelines for alternative services implementation.

9. In addition to changes recommended by the regional stakeholder task force, the legislation and updates to the strategic plan and service guidelines include:

a. Changes necessary to account for separately adopted transit policy documents including updating the strategic plan and service guidelines;

b. Any proposed changes to address unanticipated issues associated with implementing the strategic plan and service guidelines, including the
factors that implement the concepts of productivity including land use,
social equity and geographic value;

c. Changes that may be necessary to achieve the five-year
implementation plan required in Ordinance 17143, Section 7;
d. Changes necessary to address the results of the collaborative process
required in Ordinance 17143, Section 8; and
e. Additional substantive changes proposed following regional transit
committee discussion.

10. In response to the regional transit task force recommendation to
consider alternative service products, the strategic plan for public
transportation establishes the goal of providing alternative services to
areas that are not well-served by fixed route service. The alternative transit
program was initiated through Ordinance 17143, Section 7, which directed
the establishment of a five-year implementation plan for alternatives to
traditional transit service delivery. Motion 13736 accepted the five-year
implementation plan and requested an annual report on alternative services
progress. Ordinance 17941, Section 113, as amended by Ordinance 18110,
Section 49, Proviso P8, established the 2015-2018 alternative services
demonstration program; and starting in 2014, the alternative services
annual report has been included in the annual service guidelines report
required by Ordinance 17143, Section 5, as amended by Ordinance 17597,
Section 1.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:
SECTION 1. The King County Metro Strategic Plan for Public Transportation 2011-2021 is hereby updated as provided in Attachment A to this ordinance and the King County Metro Service Guidelines are hereby updated as provided in Attachment B to this ordinance.

SECTION 2. The following are each hereby repealed:
A. Ordinance 17143, Section 3;
B. Ordinance 17386, Section 1;
C. Ordinance 17641, Section 1; and
D. Ordinance 17143, Section 4, as amended.

SECTION 3. A. The regional transit committee intends to monitor progress in the implementation of:
   1. The 2015-2018 alternative services demonstration program established by Ordinance 17941, Section 113, as amended by Ordinance 18110, Section 49, Proviso P8;
   2. Strategic plan strategies 2.1.1, 2.1.4, 6.2.3 and 6.2.4; and
   3. The Planning Alternative Services section of the service guidelines.
B. To allow the committee to more-effectively monitor progress in the implementation of alternative services and to consider possible future amendments to the strategic plan and service guidelines pertaining to prioritization criteria, performance measures and other aspects of the program, the transit division shall present updates to committee meetings at least quarterly and as requested by the chair and vice chair through approval of committee agendas. Each update shall include but not be limited to a discussion of the status of community engagement efforts, project implementation, and selected performance indicators; in addition:
1. The third quarter 2016 update shall include a summary of the findings of the alternative services demonstration program eighteen month report required by Ordinance 17941, Section 13, Proviso P5;

2. The fourth quarter 2016 update shall be integrated with the annual service guidelines report chapter on alternative services and shall include a schedule and process for evaluating the prioritization criteria included in the 2015 service guidelines update to aid in prioritizing projects when the demand for alternative services exceeds the revenues necessary to fund said services;

3. The 2017 quarterly updates shall include a discussion of the schedule and process for evaluating the alternative services prioritization criteria to allow for regional transit committee participation in the process; and

4. The fourth quarter 2017 update shall be integrated with the annual service
guidelines report chapter on alternative services and shall include recommended options
for prioritization criteria as directed by subsection B.

Ordinance 18301 was introduced on 1/19/2016 and passed by the Metropolitan King
County Council on 6/13/2016, by the following vote:

Yes: 8 - Mr. von Reichbauer, Ms. Lambert, Mr. Dunn, Mr.
McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles and
Ms. Balducci
No: 0
Excused: 1 - Mr. Gossett

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

J. Joseph McDermott, Chair

Anne Noris, Clerk of the Council

APPROVED this 16th day of June, 2016.

Constantine, County Executive

Attachments: A. King County Metro Strategic Plan for Public Transportation 2011-2021 2015 Update,
Rev. April 27, 2016, B. King County Metro Service Guidelines 2015 Update, dated April 27, 2016
Proposed No. 2016-0533.1

Sponsors Balducci

1 AN ORDINANCE relating to passenger ferry service; and
2 amending Ordinance 11955, Section 22, as amended, and
3 K.C.C. 2.16.140.

4 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

5 SECTION 1. Ordinance 11955, Section 11, as amended, and K.C.C. 2.16.140 are
6 each hereby amended to read as follows:

7 A. The department of transportation is responsible to manage and be fiscally
8 accountable for the road services division, transit division, fleet administration division,
9 airport division and marine division. The department shall perform the metropolitan
10 public transportation function as authorized in chapter 35.58 RCW, K.C.C. Title 28 and
11 other applicable laws, regulations and ordinances; provided, that financial planning for
12 and administration of the public transportation function shall be conducted consistent
13 with financial policies as may be adopted by the council. The department shall
14 administer the county roads function as authorized in applicable sections of Titles 36 and
15 47 RCW and other laws, regulations and ordinances as may apply. The department shall
16 administer the passenger ferry service function as authorized in chapter 36.54 RCW,
17 K.C.C. chapter 2.120 and other applicable laws, regulations and ordinances. The
18 department's functions include, but are not limited to, the activities set forth in
19 subsections B. through F. of this section for each division, administration of grants and
the coordination of transportation planning activities with other county agencies and
outside entities to integrate transportation planning and land use planning.

B. The road services division is responsible to design, construct, maintain and
operate a comprehensive system of roadways and other transportation facilities and
services to support a variety of transportation modes for the safe and efficient movement
of people and goods and delivery of services. The duties of the division shall include the
following:

1. Designing, constructing and maintaining county roads, bridges and associated
drainage facilities;

2. Designing, installing and maintaining county traffic signs, markings and
signals;

3. Designing, installing and maintaining bicycle and pedestrian facilities;

4. Managing intergovernmental contracts or agreements for services related to
road maintenance and construction and to other transportation programs supporting the
transportation plan;

5. Inspecting utilities during construction and upon completion for compliance
with standards and specifications; assuring that public facilities disturbed due to
construction are restored;

6. Performing detailed project development of roads capital improvement
projects that are consistent with the transportation element of the county’s
Comprehensive Plan, and coordinating such programming with other county departments
and divisions assigned responsibilities for Comprehensive Plan implementation;
7. Incorporating into the roads capital improvement program those projects identified in the transportation needs report, community plans, related functional plans and elsewhere consistent with the county’s Comprehensive Plan;

8. Preparing, maintaining and administering the county road standards;

9. Preparing and administering multi-year roads maintenance and capital construction plans and periodic updates;

10. Administering the transportation concurrency and mitigation payment programs; and

11.a. Performing the duties of the office of the county road engineer, which is hereby established as an administrative office of the road services division. The office of the county road engineer shall be an office of record, supervised by the county road engineer hired in accordance with RCW 36.80.010 and reporting to the division director of the road services division. The office of the county road engineer shall be located within the corporate limits of the county seat.

b. The county road engineer shall carry out all duties assigned to the county road engineer as prescribed by state statute, except as modified by the county executive as authorized in subsection B.11.c. of this section.

c. The county executive may assign professional engineering duties of the county road engineer to someone other than the county road engineer, except as otherwise assigned by King County Code, and only if the individual assigned those duties shall be qualified as required under RCW 36.80.020. The executive shall provide to the county council and the Washington State County Road Administration Board, in writing, those specific professional engineering duties not assigned to the county road engineer,
the name and position of each person responsible for carrying out those assigned duties,
the specific reporting and working relationships with the county road engineer and the
duration for which those duties have been assigned.

C.1. The transit division is responsible for the operation and maintenance of a
comprehensive system of public transportation services in King County. The duties of
the division shall include the following:

a. providing all necessary customer services including telephone and other
customer information and support systems; managing sales and distribution of fare
media, research, market strategies and marketing functions;

b. implementing programs, policies and strategies for the public transit in King
County; developing and scheduling new products and service and managing contract
services;

c. developing and implementing transportation programs under the Americans
with Disabilities Act of 1990 (ADA) including preparing policy recommendations and
service models and contracting for the delivery of service;

d. delivering and managing transit service in the county including service
quality and service communication functions;

e. managing and maintaining the transit system infrastructure, including trolley
power distribution and overhead systems, bases, customer facilities, and the radio
communication and data system;

f. maintaining transit rolling stock including all revenue vehicle fleets and
those vehicles required to support the operation of the transit system, except such
vehicles as may be included in the motor pool; managing a central stores function, unit
repair facilities and all purchasing activities relative to the procurement of the revenue vehicle fleet;

g. managing the design, engineering and construction management functions related to the transit capital program including new facilities development and maintenance of existing infrastructure; providing support services such as project management, environmental review, permit and right-of-way acquisitions, schedule and project control functions;

h. managing rideshare operations functions including vanpool, carpool, and regional ride matching programs; and

i. preparing and administering public transportation service and supporting capital facility plans and periodic updates.

2. The council may assign responsibility for services ancillary to and in support of the operation and maintenance of the metropolitan public transportation system under chapter 35.58 RCW, including, but not limited to, human resources, accounting, budgeting, finance, engineering, fleet administration, maintenance, laboratory, monitoring, inspection and planning, as it determines appropriate.

D. The duties of the fleet administration division shall include the following:

1. Acquiring, maintaining and managing the motor pool and equipment revolving fund for fleet vehicles and equipment including, but not limited to, vehicles for the department of natural resources and parks, facilities management division, and transportation nonrevenue vehicles. Transportation department vehicles determined by the director to be intricately involved in or related to providing public transportation services shall not be part of the motor pool;
2. Establishing rates for the rental of equipment and vehicles;
3. Establishing terms and charges for the sale of any material or supplies which have been purchased, maintained or manufactured with money from the equipment revolving fund;
4. Managing training programs, stores function and vehicle repair facilities;
5. Administering the county alternative fuel program and take-home assignment of county vehicles policy; and
6. Inventorying, monitoring losses and disposing of county personal property in accordance with K.C.C. chapter 4.56.

E. The airport division is responsible for managing the maintenance and operations of the King County international airport. The duties of the division shall include the following:

1. Developing and implementing airport programs under state and federal law including preparing policy recommendations and service models;
2. Managing and maintaining the airport system infrastructure;
3. Managing, or securing services from other divisions, departments or entities to perform, the design, engineering and construction management functions related to the airport capital program including new facilities development and maintenance of existing infrastructure; providing support services such as project management, environmental review, permit and right-of-way acquisitions, schedule and project control functions; and
4. Preparing and administering airport service and supporting capital facility plans and periodic updates.
F. The marine division is responsible for the administration, maintenance and operation of passenger ferry service in King County. The duties of the division shall include the following:

1. Managing, acquiring, constructing and maintaining King County's marine transportation system infrastructure;

2. Managing, or securing services from other divisions, departments or entities, to perform the design, engineering and construction management functions related to the passenger ferry capital program including vessel procurement, new facilities development and maintenance of existing infrastructure;

3. Providing general administration of the passenger ferry service, such as project management, grants management, procurement, labor negotiations, environmental review, permit and real property acquisitions and managing contract services; and

4. Planning, implementing, administering and operating passenger ferry service
in King County that is integrated with and subject to the methodology of the King County Metro Service Guidelines, used to design and modify transit services.

Ordinance 18413 was introduced on 11/7/2016 and passed by the Metropolitan King County Council on 11/14/2016, by the following vote:

Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles and Ms. Balducci
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

ATTEST:

Melani Pedroza, Acting Clerk of the Council

APPROVED this 17th day of December, 2016.

Dow Constantine, County Executive

Attachments: None