

RDem → 9-0 passed

14149

06/04/2014

David [Signature]

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Sponsor:

Phillip [Signature]

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Proposed No.: 2014-0207

[Signatures]

1 STRIKING AMENDMENT TO PROPOSED MOTION 2014-0207, VERSION 1

2 On page 1, beginning on line 3, strike everything through page 4, line 58, and insert:

3 "WHEREAS, the economic recession and recovery period of 2008 through 2013
4 resulted in \$1.4 billion in anticipated sales tax revenues not being generated for King
5 County Metro transit purposes, and

6 WHEREAS, the regional transit task force unanimously recommended a
7 comprehensive policy framework for an efficient and effective transit system balancing
8 productivity with geographic value and social equity, and resulting in the Strategic Plan
9 for Public Transportation 2011-2021 and King County Metro Service Guidelines, and

10 WHEREAS, the King County council and executive have worked collaboratively
11 using the Strategic Plan for Public Transportation 2011-2021 and King County Metro
12 Service Guidelines to save \$798 million of transit service through 2013 and \$148 million
13 in ongoing transit savings and increased revenue, and

14 WHEREAS, the 2013/2014 approved budget reduced the Metro transit system to
15 match available revenues assuming initial service reductions in September 2014, and

16 WHEREAS, Ordinance 17225 adopted Fund Management Policies for the Public
17 Transportation Fund, and

18 WHEREAS, Ordinance 17476, Section 116, Expenditure Restriction ER1,
19 requires a report that identifies and evaluates fare policy options to be submitted by
20 August 1, 2014, and

21 WHEREAS, Ordinance 17757 created a low-income fare program and requires
22 transmittal of a low-income fare program implementation plan for incorporation into the
23 2015/2016 executive proposed budget, and

24 WHEREAS, farebox recovery for the Metro transit bus system has been at
25 twenty-nine percent for the past two years and is expected to be twenty-seven and one-
26 half percent following implementation of the low-income fare program, and

27 WHEREAS, Motion 14081 calls for the transmittal of a plan that fully funds
28 programs to reduce passenger crowding, improve schedule reliability and meet target
29 service levels in the all-day and peak transit network consistent with the King County
30 Metro Strategic Plan for Public Transportation and the King County Metro Service
31 Guidelines, including an evaluation of existing and new revenue authorities and
32 legislative strategies, by September 1, 2014, and

33 WHEREAS, King County is using Lean principles and other continuous
34 improvement systems to continually find efficiencies and improve the business model
35 and operational processes in the transit division, and

36 WHEREAS, an opportunity exists for the council and executive to work
37 collaboratively with stakeholders and cities throughout the county during the
38 development and adoption of the 2015-2016 budget to identify additional cost savings,
39 efficiencies and updated estimates of revenue and expenditures that could change Metro's

40 annual budget gap and thereby change the number of transit service hours required to be
41 reduced;

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

43 A. As part of developing the executive proposed 2015/2016 biennial budget, the
44 executive in conjunction with the interbranch working group, established in section C. of
45 this motion, is requested to review new revenue options such as increasing fares,
46 evaluate program costs effectiveness by incorporating independent advice on transit
47 industry best practices, identify alternatives to traditional transit service, and propose
48 options to the council that could influence any reductions in the number of service hours.
49 Such options should consider, but not be limited to, the following:

50 1. After implementing the low-income fare program, ~~changing the farebox~~
51 ~~recovery target~~ from the currently adopted twenty-five percent along ~~with a review of~~
52 ~~options to reach a higher target~~, including, but not limited to, a farebox recovery rate of
53 thirty percent. This review should ~~include consideration of impacts to ridership, financial~~
54 ~~and operational efficiencies, and policy implications of options~~;

55 2. Using the results of an industry peer review, ~~and the results of the audit~~
56 specified in section A.5. of this motion, identify ~~opportunities to improve program cost~~
57 ~~effectiveness~~ in line with national transit industry best practices and consistent with the
58 Strategic Plan for Public Transportation 2011-2021 and the Metro Transit Service
59 Guidelines for system quality and effectiveness;

60 3. ~~Implementing Lean~~ and other process improvements that improve the
61 efficiency of the division;

62 4. Identifying standard industry-wide measures that will enable comparison
63 against peer agencies, analyzing the appropriate measures for the Metro transit system,
64 and proposing the appropriate standard industry-wide measures for Metro transit; and

65 5. Considering the results of an independent audit commissioned and selected
66 by the council of the existing transit fund management and other operational policies.

67 B. King County supports preserving a sustainable regional transit
68 system, including through working with cities, businesses and not-for-profit partners to
69 preserve a regionally funded regional transit system as described in the King County
70 Strategic Plan for Public Transportation 2011-2021.

71 C. An interbranch staff working group is established to review options and
72 proposals as set forth above, during the course of the 2015-2016 budget development
73 process. Given the relatively short timeframe during the budget process, the interbranch
74 staff working group will provide additional opportunity for council and executive
75 collaboration on the 2015-2016 proposed budget. The interbranch staff working group
76 will meet as needed to accomplish their work. The interbranch working group shall
77 consist of:

- 78 1. The director of the transit division;
- 79 2. A representative of the department of transportation, director's office;
- 80 3. A representative of the director of the office of performance, strategy and
81 budget;
- 82 4. Two staff appointed by the executive;
- 83 5. Two staff appointed by the council; and

84 6. Other King County staff as needed by the working group in support of the
85 charge to review and develop options.

86 D. The [REDACTED] business or other [REDACTED] in the budget
87 shall be to [REDACTED] of anticipated service reductions and restructures consistent
88 with the King County Metro Service Guidelines and the establishment of a sustainable
89 level of transit service.

90 E. King County supports investing in a [REDACTED] Metro [REDACTED] in [REDACTED]
91 region [REDACTED] including:

92 1. Continuing to work in partnership with the legislature, cities and stakeholders
93 toward the shared goal of a statewide transportation package to address our critical
94 transportation infrastructure needs; and

95 2. Exploiting [REDACTED] afforded by existing authorities including those authorities
96 for the King County Transportation Benefit District, and [REDACTED]
97 services [REDACTED] to [REDACTED] meet transit [REDACTED] needs."

98 **EFFECT: Revises and clarifies process for mitigating transit service reductions**