

08/15/2011 Council Meeting

Sponsor: _____

[jr/bar]

Proposed No.: 2011-0288

JP Moved
PASSED: 9-0

1 **AMENDMENT TO PROPOSED ORDINANCE 2011-0288, VERSION 1**

2 On page 6, beginning on line 117, strike lines 117 through 119, and insert:

3 "SECTION 3. Proceeds from the congestion reduction charge must be expended
4 in a manner consistent with the recommendations of the 2010 regional transit task force,
5 the King County Strategic Plan for Public Transportation 2011-2021 and the previously
6 adopted congestion reduction plan, which prioritize improving the productivity of Metro
7 transit services. At a minimum for the period in which the congestion reduction charge is
8 imposed, one hundred thousand of the lowest productivity service hours shall be reduced
9 or restructured and the resulting service hour savings reinvested. Consistent with the
10 King County Strategic Plan for Public Transportation 2011-2021 and King County Metro
11 Service Guidelines, priority for the reinvestment of service hours shall be given first to
12 existing service quality issues, including those related to tolling, followed by investments
13 in underserved corridors."

14 On page 7, after line 138, insert the following:

15 "SECTION 9. A. The executive is requested to develop a two-year congestion
16 reduction transit incentives program to begin when a congestion reduction charge is first

17 imposed, and to submit an ordinance to council by November 1, 2011, proposing the
18 program.

19 B. The program shall offer King County vehicle owners, as part of the annual
20 vehicle registration renewal, an opportunity to receive transit ridership incentives in the
21 form of free ride tickets. Each household in King County that has a vehicle owner who
22 paid the annual vehicle registration renewal fee shall be eligible for eight free ride tickets
23 during each twelve-month period for which a congestion reduction charge is imposed.
24 Only households with addresses in King County are eligible.

25 C. The program shall offer vehicle owners an option to donate the value of the
26 free ride tickets to the county's human services ticket program. The program should
27 complement Metro's current human services ticket program and must consider the
28 potential impact to Metro's near-term and long-term financial plans.

29 D. The goal of the program will be to increase ridership on Metro transit and help
30 reduce congestion on King County roads and highways.

31 E. The 2012-2013 transit budget should include funding for the congestion
32 reduction transit incentives program.

33 SECTION 10. A. The executive is requested to begin implementing, by the June
34 2012 service change, new right-sized services provided at reduced operating costs to
35 replace a minimum of five thousand annual service hours and up to twenty thousand
36 hours of traditional transit services in east and south King County communities along the
37 urban growth boundary and adjacent to rural areas, including currently served rural areas.
38 For the purposes of this subsection, "right-sized services" means services that are
39 appropriately scaled to the market served and the mobility needs of the local community,

40 B. To ensure a smooth transition, implementation should, to the extent
41 practicable, include the following elements:

- 42 1. Consideration of local service needs;
- 43 2. Stakeholder involvement, including input from and coordination with
44 community agencies or organizations willing to partner with Metro transit;
- 45 3. Provision of modified fixed-route, dial-a-ride, Community Access
46 Transportation, VanPool, VanShare or other flexible shared-ride concepts that address
47 local mobility needs and can be provided at a reduced operating cost; and 4. Transit
48 route and facility modifications as may be necessary to accommodate any new service
49 concept.

50 SECTION 11. A. The executive is requested to discontinue the downtown
51 Seattle ride free area by October 2012, and to develop and submit to council by May
52 2012 an implementation plan to guide the elimination of the ride free area. The plan
53 should be filed in the form of a paper original and an electronic copy with the clerk of the
54 council, who shall retain the original and provide an electronic copy to all
55 councilmembers.

56 B. The implementation plan may include, but is not limited to the following
57 elements to ensure a smooth transition:

- 58 1. Outreach and coordination with downtown Seattle human service agencies,
59 including a description of a partner program or programs designed to help mitigate the
60 increased cost of trips in downtown Seattle for disadvantaged populations;
- 61 2. Consideration of an increase in the number of trips or level of subsidy
62 available through the human services ticket program;

63 3. Outreach with downtown businesses, including further promotion of the
64 ORCA card system;

65 4. Coordination with the city of Seattle and affected transit agencies.

66 5. A customer information plan to help riders transition to the new fare
67 collection procedures in downtown Seattle;

68 Descriptions of any transit route and facility modifications; and

69 7. Employee training.

70 C. In order for the city of Seattle to continue to benefit from the ride free area in
71 downtown Seattle, the city must negotiate a new methodology that accurately off-sets the
72 cost of the service and that acknowledges the minimal benefit to the county in providing
73 these services."

74 Renumber the remaining sections consecutively and correct any internal references
75 accordingly.

76 **EFFECT: Provides additional policy-level clarity on the minimum reinvestment**
77 **thresholds and affirms the approved Metro Service Guidelines priorities for adding**
78 **service.**

79 **New Section 9 adds a voucher program for using transit as an added value**
80 **associated with payment of a congestion reduction charge.**

81 **New Section 10 requests the Executive begin implementing right-sized transit**
82 **services by June 2012.**

83 **New Section 11 calls for a plan to discontinue the downtown Seattle Ride-Free Area**
84 **by October 2012.**