



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Meeting Agenda Metropolitan King County Council

*Councilmembers: Girmay Zahilay, Chair;  
Sarah Perry, Vice Chair of Policy Development and Review;  
Reagan Dunn, Vice Chair of Regional Coordination;  
Claudia Balducci, Jorge L. Barón, Rod Dembowski,  
Teresa Mosqueda, De'Sean Quinn, Pete von Reichbauer*

1:30 PM

Tuesday, March 4, 2025

Hybrid Meeting

### REVISED AGENDA - ITEM 11

Hybrid Meetings: Attend King County Council meetings in person in Council Chambers (Room 1001), 516 3rd Avenue in Seattle, or through remote access. Details on how to attend and/or provide comment remotely are listed below.

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There are three ways to provide public testimony:

1. In person: You may attend the meeting in person in Council Chambers.
2. By email: You may testify by submitting a COMMENT email. If your testimony is submitted before 10:00 a.m. on the day of the Council meeting, your email testimony will be distributed to the Councilmembers and appropriate staff prior to the meeting. Please submit your testimony by emailing [clerk@kingcounty.gov](mailto:clerk@kingcounty.gov).
3. Remote attendance on the Zoom Webinar: You may provide oral public testimony at the meeting by connecting to the meeting via phone or computer using the ZOOM application at <https://zoom.us/>, and entering the Webinar ID below.



Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).  
TTY Number - TTY 711.  
Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.



**CONNECTING TO THE WEBINAR**

Webinar ID: 890 5838 1493

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1. **Call to Order**

To show a PDF of the written materials for an agenda item, click on the agenda item below.

2. **Roll Call**3. **Flag Salute and Pledge of Allegiance**

*Councilmember Barón*

**Pg. 10**

4. **Approval of Minutes of the Special Meeting of February 21, 2025, and the Regular Meeting of February 25, 2025** **Pg. 12**

*Councilmember Perry*

5. **Additions to the Council Agenda**

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## Hearing and Second Reading of Ordinances from Standing Committees and Regional Committees, and of Ordinances related to Collective Bargaining

There will be one public hearing on Items 6-20

### Consent Items 6-8

*Councilmember Perry*

6. [Proposed Ordinance No. 2024-0252](#) **Pg. 20**

AN ORDINANCE approving the Valley View Sewer District 2023 General Sewer Plan dated February 21, 2023.

**Sponsors:** Mosqueda

***On 9/10/2024, the Metropolitan King County Council Introduced and Referred to Local Services and Land Use Committee.***

***On 1/21/2025, the Metropolitan King County Council Reintroduced.***

***On 2/19/2025, the Local Services and Land Use Committee Recommended Do Pass Consent.***

7. [Proposed Substitute Ordinance No. 2024-0263.2](#) **Pg. 28**

AN ORDINANCE authorizing the King County executive to execute an interlocal agreement with the city of Kent for the inspection and maintenance of the Rock Creek Bridge.

**Sponsors:** Dunn

***On 10/22/2024, the Metropolitan King County Council Introduced and Referred to Local Services and Land Use Committee.***

***On 1/28/2025, the Metropolitan King County Council Reintroduced.***

***On 2/19/2025, the Local Services and Land Use Committee Recommended Do Pass Substitute Consent.***

8. [Proposed Ordinance No. 2024-0410](#) **Pg. 45**

AN ORDINANCE approving the Southwest Suburban Sewer District General Sewer Plan Update dated July 2024.

**Sponsors:** Upthegrove

***On 1/7/2025, the Metropolitan King County Council Introduced and Referred to Local Services and Land Use Committee.***

***On 2/19/2025, the Local Services and Land Use Committee Recommended Do Pass Consent.***



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**Metropolitan King County Council***Councilmember Perry***9. [Proposed Ordinance No. 2025-0082](#) Pg. 53**

AN ORDINANCE approving and adopting the memoranda of agreement negotiated by and between King County and the King County Juvenile Detention Guild, representing employees in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreement.

**Sponsors:** Zahilay

***On 2/25/2025, the Metropolitan King County Council Introduced and Referred to Metropolitan King County Council.***

**10. [Proposed Ordinance No. 2025-0083](#) Pg. 63**

AN ORDINANCE approving and adopting two memoranda of agreement negotiated by and between King County and the Juvenile Division Supervisors bargaining unit, representing supervisors in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreements.

**Sponsors:** Zahilay

***On 2/25/2025, the Metropolitan King County Council Introduced and Referred to Metropolitan King County Council.***

**Transportation, Economy and Environment***Councilmember Quinn***11. [Proposed Substitute Ordinance No. 2025-0056.2](#) Pg. 72**

AN ORDINANCE approving East Link and Downtown Redmond Link Extension Transportation Service Changes for King County.

**Sponsors:** Balducci and Perry

***On 2/11/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass Substitute.***

**Public Hearing Required**



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## Motions, from Standing Committees and Regional Committees and Motions related to Collective Bargaining, for Council Action

### Consent Items 12-18

*Councilmember Perry*

12. [Proposed Motion No. 2024-0362](#) Pg. 94

A MOTION confirming the executive's appointment of Richard Bard, who resides in council district eight, to the King County Vashon-Maury Island groundwater protection committee, representing Vashon-Maury Island residents.

**Sponsors:** Mosqueda

***On 11/19/2024, the Metropolitan King County Council Introduced and Referred to Local Services and Land Use Committee.***

***On 1/21/2025, the Metropolitan King County Council Reintroduced.***

***On 2/19/2025, the Local Services and Land Use Committee Recommended Do Pass Consent.***

13. [Proposed Motion No. 2024-0363](#) Pg. 98

A MOTION confirming the executive's appointment of Donna Klemka, who resides in council district eight, to the King County Vashon-Maury Island groundwater protection committee, representing residential exempt well owners.

**Sponsors:** Mosqueda

***On 11/19/2024, the Metropolitan King County Council Introduced and Referred to Local Services and Land Use Committee.***

***On 1/21/2025, the Metropolitan King County Council Reintroduced.***

***On 2/19/2025, the Local Services and Land Use Committee Recommended Do Pass Consent.***

14. [Proposed Motion No. 2025-0002](#) Pg. 102

A MOTION confirming the executive's appointment of David Ellison, who resides in council district seven, to the King County Lake Management District No. 2 advisory committee, as the Lake Geneva Property Owners Association representative.

**Sponsors:** von Reichbauer

***On 2/4/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass Consent.***



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**15. [Proposed Motion No. 2025-0003](#) Pg. 106**

A MOTION confirming the executive's appointment of Colleen Short, who resides in council district seven, to the King County Lake Management District No. 2 advisory committee, as a representative of Lake Geneva property owners.

**Sponsors:** von Reichbauer

***On 2/4/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass Consent.***

**16. [Proposed Motion No. 2025-0007](#) Pg. 110**

A MOTION acknowledging receipt of the Accountability Report required by the 2023-2024 Biennial Budget Ordinance, Ordinance 19546, Section 20, Proviso P1.

**Sponsors:** Dembowski

***On 2/11/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass Consent.***

**17. [Proposed Substitute Motion No. 2025-0020.2](#) Pg. 120**

A MOTION relating to public transportation, requesting the executive to engage on a task force on transit safety and security to address public safety on transit and in the communities in which the Metro transit department operates.

**Sponsors:** Dunn and Balducci

***On 1/21/2025, the Metropolitan King County Council Introduced and Referred to Committee of the Whole.***

***On 2/25/2025, the Committee of the Whole Recommended Do Pass Substitute Consent.***

**18. [Proposed Motion No. 2025-0043](#) Pg. 131**

A MOTION accepting the King County-Cities Climate Collaboration (K4C) 2025 Work Plan and Budget, prepared as the annual work plan and budget requested under Motion 14449.

**Sponsors:** Dembowski

***On 2/11/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass Consent.***



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## **Transportation, Economy and Environment**

*Councilmember Quinn*

**19.      [Proposed Motion No. 2025-0058](#)      **Pg. 153****

A MOTION relating to public transportation, requesting that the Metro transit department report on unplanned trip cancellations, describe how information about unplanned trip cancellations for fixed-route bus service could more quickly and efficiently be provided to inform transit riders in real time, and describe how metrics about unplanned trip cancellations could be incorporated into the next update of the King County Metro Service Guidelines to inform operational and investment decisions.

**Sponsors:**      Balducci, Barón and Perry

***On 2/11/2025, the Metropolitan King County Council Introduced and Referred to Transportation, Economy, and Environment Committee.***

***On 2/18/2025, the Transportation, Economy, and Environment Committee Recommended Do Pass.***

## **Reappointment Consent Agenda Item 20**

*Councilmember Perry*

**20.      [Proposed Motion No. 2025-0081](#)      **Pg. 164****

A MOTION confirming one corrected reappointment for the King County Library System board of trustees; and rescinding Motion 16744.

**Sponsors:**      Perry

## **First Reading and Referral of Ordinances**

**21.      [Proposed Ordinance No. 2025-0075](#)**

AN ORDINANCE relating to the sale of the surplus property located at Cedar Falls Rd SE, North Bend, Washington, in council district three.

**Sponsors:**      Perry

***First Reading and Referral to the Budget and Fiscal Management Committee***



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## First Reading and Referral of Motions

22. [Proposed Motion No. 2025-0080](#)

A MOTION confirming the executive's appointment of David Grossman, who resides in council district two, to the Harborview Medical Center board of trustees, as a council at-large representative.

**Sponsors:** Zahilay and Balducci

*First Reading and Referral to the Committee of the Whole*

23. **Reports on Special and Outside Committees**

## Other Business

## Adjournment



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## Meeting Minutes Metropolitan King County Council

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Sarah Perry, Vice Chair of Policy Development and Review;  
Reagan Dunn, Vice Chair of Regional Coordination;  
Claudia Balducci, Jorge L. Barón, Rod Dembowski,  
Teresa Mosqueda, De'Sean Quinn, Pete von Reichbauer*

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9:00 AM

Friday, February 21, 2025

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**-DRAFT MINUTES-  
SPECIAL MEETING  
Hotel Interurban  
223 Andover Park E  
Tukwila, WA 98188**

### 1. Call to Order

*The meeting was called to order at 9:01 a.m.  
The meeting was recessed at 10:55 a.m.  
The meeting was reconvened at 11:08 a.m.  
The meeting was recessed at 12:23 p.m.  
The meeting was reconvened at 1:00 p.m.  
The meeting was recessed at 2:14 p.m.  
The meeting was reconvened at 2:17 p.m.*

### 2. Roll Call

**Present:** 7 - Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn and Zahilay

**Excused:** 2 - Balducci and von Reichbauer

### 3. Council organizational discussion

*The Chair recessed the meeting into Executive Session under RCW 42.30.110 (1)(i) to discuss with legal counsel litigation or potential litigation to which the County is or is likely to become a party when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the County at 9:37 a.m. for 5 minutes to approximately 9:42 a.m. At 9:42 a.m., the Chair extended Executive Session for 5 minutes to 9:47 a.m. The Chair reconvened the meeting at 9:47 a.m.*

*The Chair recessed the meeting into Executive Session under RCW 42.30.110 (1)(i) to discuss with legal counsel litigation or potential litigation to which the County is or is likely to become a party when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the County at 10:30 a.m. for 10 minutes to approximately 10:40 a.m. At 10:40 a.m., the Chair extended Executive Session for 5 minutes to 10:45 a.m. At 10:45 a.m., the Chair extended Executive Session for 5 minutes to 10:50 a.m. At 10:50 a.m., the Chair extended Executive Session for 5 minutes to 10:55 a.m. The Chair reconvened the meeting at 10: 55 a.m.*

### Adjournment

*The meeting was adjourned at 3:00 p.m.*

Approved this \_\_\_\_\_ day of \_\_\_\_\_

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Clerk's Signature



# King County

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## Meeting Minutes

### Metropolitan King County Council

*Councilmembers: Girmay Zahilay, Chair;  
Sarah Perry, Vice Chair of Policy Development and Review;  
Reagan Dunn, Vice Chair of Regional Coordination;  
Claudia Balducci, Jorge L. Barón, Rod Dembowski,  
Teresa Mosqueda, De'Sean Quinn, Pete von Reichbauer*

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1:30 PM

Tuesday, February 25, 2025

Hybrid Meeting

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#### REVISED AGENDA - ADDED ITEMS 17-18 DRAFT MINUTES

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- 3. Listen to the meeting by telephone – See “Connecting to the Webinar” above.**

**1. Call to Order**

*The meeting was called to order at 1:34 p.m.*

*The Chair recessed the meeting at 1:47 p.m.*

*The Chair reconvened the meeting at 1:47 p.m.*

**2. Roll Call**

**Present:** 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn, von Reichbauer and Zahilay

**3. Flag Salute and Pledge of Allegiance**

*Councilmember Perry led the flag salute and Pledge of Allegiance.*

**4. Approval of Minutes of February 18, 2025**

*Councilmember Perry moved to approve the minutes of the February 18, 2025, meeting as presented. Seeing no objection, the Chair so ordered.*

**5. Additions to the Council Agenda**

*Items 17 and 18 were added to the agenda.*

**6. Public Comment**

*The following people spoke:*

*Alex Tsimerman*

*Kenneth Randolph*

## Hearing and Second Reading of Ordinances from Standing Committees and Regional Committees, and of Ordinances related to Collective Bargaining

There will be one public hearing on Items 6-10

*The Public Hearing on Items 6-10 was held under Public Comment.*

### Consent Item 7

7. [Proposed Ordinance No. 2025-0048](#)

AN ORDINANCE adopting the revision of voting precincts of King County for the year 2025.

**Sponsors:** von Reichbauer

*The enacted number is 19893.*

**A Public Hearing was held and closed. A motion was made by Councilmember Perry that the Consent Agenda be Passed. The motion carried by the following vote:**

**Yes:** 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn, von Reichbauer, and Zahilay

## Motions, from Standing Committees and Regional Committees and Motions related to Collective Bargaining, for Council Action

### Consent Item 8

8. [Proposed Motion No. 2024-0382](#)

A MOTION confirming the executive's appointment of Velma Veloria, who resides in council district two, to the King County International Airport roundtable, as the Beacon Hill community representative.

**Sponsors:** Zahilay and Quinn

*The enacted number is 16772.*

**A motion was made by Councilmember Perry that this Motion be Passed. The motion carried by the following vote:**

**Yes:** 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn, von Reichbauer, and Zahilay

## Committee of the Whole

### 9. [Proposed Motion No. 2025-0072](#)

A MOTION appointing a qualified person to a vacant position on the fire district No. 47 board of commissioners.

**Sponsors:** Dunn

*The enactment number is 16773.*

*Councilmember Balducci moved to suspend Rule 9G so that the Council could take up Proposed Motion 2025-0072 that passed out of the Committee of the Whole. The motion carried.*

*Councilmember Dunn administrated the oath of office to Commissioner Bruce.*

**A Public Hearing was held and closed. A motion was made by Councilmember Balducci that this Motion be Passed. The motion carried by the following vote:**

**Yes:** 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn, von Reichbauer, and Zahilay

## Reappointment Consent Agenda Item 10

### 10. [Proposed Motion No. 2025-0026](#)

A MOTION confirming the executive's reappointment of Carol Goertzel, who resides in council district eight, to the King County children and youth advisory board.

**Sponsors:** Mosqueda

*The enacted number is 16774.*

**A Public Hearing was held and closed. A motion was made by Councilmember Perry that the Consent Agenda be Passed. The motion carried by the following vote:**

**Yes:** 9 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Perry, Quinn, von Reichbauer, and Zahilay

## First Reading and Referral of Ordinances

### 11. [Proposed Ordinance No. 2025-0076](#)

AN ORDINANCE relating to records management, requiring the retention of public records created on county instant messaging platforms; adding a new section to K.C.C. chapter 2.12 and establishing an effective date.

**Sponsors:** Dunn and Dembowski

**This matter had its first reading and was referred to the Government Accountability and Oversight Committee.**

### 12. [Proposed Ordinance No. 2025-0078](#)

AN ORDINANCE approving and adopting two memoranda of agreement negotiated by and between King County and the Juvenile Division Supervisors bargaining unit, representing supervisors in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreements.

**Sponsors:** Zahilay

**This matter had its first reading and was referred to the Metropolitan King County Council.**

### 13. [Proposed Ordinance No. 2025-0079](#)

AN ORDINANCE approving and adopting two memoranda of agreement negotiated by and between King County and the Juvenile Division Supervisors bargaining unit, representing supervisors in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreements.

**Sponsors:** Zahilay

**This matter had its first reading and was referred to the Metropolitan King County Council.**

## First Reading and Referral of Motions

### 14. [Proposed Motion No. 2025-0074](#)

A MOTION confirming the executive's appointment of Asia Tail, who resides in council district five, to the King County cultural development authority (4Culture), as an executive at-large representative.

**Sponsors:** Quinn

**This matter had its first reading and was referred to the Committee of the Whole.**

**15. [Proposed Motion No. 2025-0077](#)**

A MOTION related to a property tax levy for 2026 through 2031 for the purpose of: maintaining and operating King County's open space system; improving parks, recreation, access, and mobility in the King County open space system by acquiring lands and continuing to develop regional trails; improving parks and trails in and acquiring lands by metropolitan parks districts, towns, and cities in King County; funding environmental education, maintenance, and conservation programs at the Woodland Park Zoo; funding environmental education, maintenance and conservation programs at the Seattle Aquarium; funding development, maintenance, and programming for Seattle Waterfront park; and funding for capital improvements at publicly owned pools, for all King County residents.

**Sponsors:** Dembowski

*This is a mandatory referral to the Regional Policy Committee as set forth in King County Charter Section 270.30 and K.C.C. 1.24.065.*

*This is a dual referral first to the Budget and Fiscal Management Committee and then to the Regional Policy Committee.*

**This matter had its first reading and was referred to the Budget and Fiscal Management Committee.**

**16. [Reports on Special and Outside Committees](#)**

*No reports were given.*

**Other Business****Added Items 17-18****First Reading and Referral of Ordinances****17. [Proposed Ordinance No. 2025-0082](#)**

AN ORDINANCE approving and adopting the memoranda of agreement negotiated by and between King County and the King County Juvenile Detention Guild, representing employees in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreement.

**Sponsors:** Zahilay

**This matter had its first reading and was referred to the Metropolitan King County Council.**

**18. [Proposed Ordinance No. 2025-0083](#)**

AN ORDINANCE approving and adopting two memoranda of agreement negotiated by and between King County and the Juvenile Division Supervisors bargaining unit, representing supervisors in the juvenile division of the department of adult and juvenile detention and establishing the effective date of the agreements.

**Sponsors:** Zahilay

**This matter had its first reading and was referred to the Metropolitan King County Council.**

**Adjournment**

*The meeting was adjourned at 1:57 p.m.*

Approved this \_\_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Clerk's Signature



**Signature Report**

**Ordinance**

**Proposed No.** 2024-0252.1

**Sponsors** Mosqueda

AN ORDINANCE approving the Valley View Sewer

District 2023 General Sewer Plan dated February 21, 2023.

STATEMENT OF FACTS:

1. King County has adopted K.C.C. chapter 13.24, which requires approval of comprehensive plans for water and sewer utilities that provide service in unincorporated King County as a prerequisite for operating in unincorporated King County, receiving approval for annexation proposals, being granted right of way franchises, and being given approval for right of way construction permits. K.C.C. chapter 13.24 prescribes the requirements for approval of such plans, including consistency with state and local planning requirements.

2. RCW 57.16.010 requires general comprehensive plans by special purpose district be submitted to, and be approved by, the legislative authority within whose boundaries all or a portion of a utility lies.

3. The Valley View Sewer District's last sanitary sewer system plan was approved in 2012. King County regulations require sanitary sewer system plans to be updated every six years.

4. The Valley View Sewer District's wastewater system has a service area within unincorporated King County and has adopted a comprehensive wastewater system plan ("the plan").



21           5. King County has adopted a Comprehensive Plan that includes policies  
22           F-101 through F-264, the applicable portions of which address sanitary  
23           sewer policies for facilities and services; these sanitary sewer policies call  
24           for consistency with other adopted plans, pursuit of reclaimed water, water  
25           conservation, and protection of water resources.

26           6. K.C.C. chapter 13.24 requires the utilities technical review committee  
27           to review and make a recommendation to the King County executive and  
28           council on the plan, the requirements under K.C.C. chapter 13.24, and  
29           consistency with the King County Comprehensive Plan. The utilities  
30           technical review committee has reviewed the planning data and system  
31           operations and has found:

32           a. The plan utilizes population and employment forecasts developed by  
33           the Puget Sound Regional Council;

34           b. A portion of the system's service area is in unincorporated King  
35           County;

36           c. The capital facility plan is adequate to meet anticipated facility and  
37           service needs;

38           d. The plan is consistent with applicable Washington state water quality  
39           laws; and

40           e. The plan is consistent with other pertinent county adopted plans and  
41           policies.

42           7. Washington state Department of Ecology approved the plan on May  
43           17, 2024.

44           8. Under the State Environmental Policy Act, the district completed an  
45           environmental check list and issued a Determination of Nonsignificance  
46           for the plan on March 17, 2023. There were no appeals.

47           9. The system's operations and facilities meet multiple existing statutory,  
48           administrative, and planning standards. As the district's operations,  
49           facilities, and planning meet the requirements of the King County Code,  
50           and are consistent with the King County Comprehensive Plan, the utilities  
51           technical review committee has recommended approval of the plan.

52           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

53           SECTION 1. The Valley View Sewer District 2023 General Sewer Plan dated

- 54 February 21, 2023, Attachment A to this ordinance, is hereby approved as a  
55 comprehensive wastewater system plan.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Dow Constantine, County Executive

**Attachments:** A. Valley View Sewer District 2023 General Sewer Plan, February 21, 2023

# Attachment A

[\*\*Click here for 2024-0252 A\*\*](#)

*"WORKING TOWARD A BETTER ENVIRONMENT"*

**Valley View**  
**SEWER DISTRICT**

## **2023 GENERAL SEWER PLAN**

Approved by the  
Board of Commissioners

February 21, 2023

Valley View Sewer District  
3460 S 148th Suite 100  
PO Box 69550  
Seattle, WA 98168  
Telephone: 206.242.3236

DISTRICT MANAGER

Andrew LaRue

COUNCIL MEMBERS

Deborah McCaslin, President  
Pam Fernald, Vice President  
Michael West, Secretary



PACE Engineers, Inc.  
11255 Kirkland Way, Suite 300  
Kirkland, Washington 98033  
PACE Project No. 20045





## King County

# Metropolitan King County Council Local Services and Land Use Committee

### STAFF REPORT

<b>Agenda Item:</b>	7	<b>Name:</b>	Andy Micklow
<b>Proposed No.:</b>	2024-0252	<b>Date:</b>	February 19, 2025

### SUBJECT

An ordinance approving the Valley View Sewer District 2023 General Sewer Plan.

### SUMMARY

Proposed Ordinance 2024-0252 would approve the Valley View Sewer District 2023 General Sewer Plan dated February 21, 2023 (Plan), meeting the requirement for a wastewater utility to provide sewer service in unincorporated King County.

### BACKGROUND

Valley View Sewer District (District) is located south of the City of Seattle. The District serves portions of the cities of Burien, SeaTac, Seattle, Tukwila, and unincorporated King County. The Plan states that the District currently serves approximately 8,600 connections. The District's last wastewater plan was approved in 2012 by King County Ordinance 17387.

**King County Utility Comprehensive Plan Criteria.** King County Code (K.C.C.) Chapter 13.24 requires the Utilities Technical Review Committee (UTRC) to review and make recommendations to the Executive and County Council on the adequacy of all water and sewer comprehensive plans and related matters, and to determine whether the Plan:

- is consistent with the King County Comprehensive Plan,
- is consistent with local comprehensive plans,
- reflects current supply and demand,
- forecasts future supply and demand,
- provides a capital plan for obtaining, using, storing and conveying water and sewage, and
- provides sufficient information to demonstrate the utility district's ability to provide service consistent with all applicable laws and regulations.

In addition to satisfying the requirement of K.C.C. Chapter 13.24, the County's approval also provides state regulatory agencies with the determination required under RCW

43.20.260 that the Plan is consistent with the King County Comprehensive Plan and implementing development regulations.

Additionally, King County has adopted a Comprehensive Plan that includes policies that address water and wastewater policies for facilities and services, calling for consistency with other adopted plans, pursuit of reclaimed water, water conservation, and provision of sewer and wastewater services.

### **UTRC ANALYSIS OF VALLEY VIEW SEWER DISTRICT 2023 GENERAL SEWER PLAN DATED FEBRUARY 21, 2023**

The UTRC finalized its review of the Valley View Sewer District 2023 General Sewer Plan in May 2024 (see Attachment 2 to this staff report for a more detailed description of the UTRC review). The UTRC found that the Plan meets the requirements of K.C.C. Chapter 13.24 and has recommended its approval. Highlights of the Plan, as reviewed by the UTRC, are outlined below.

**Service Area:** The Valley View Sewer District's service area includes portions of the cities of Burien, SeaTac, Seattle, Tukwila, and unincorporated King County. Its sewer service area consists of approximately 6,000 acres. There are portions of the service area that are not fully built out.

**Facilities:** The sewer system includes 8,600 connections, serving approximately 44,684 people. The District's infrastructure includes approximately 134 miles of sanitary sewer lines, an estimated 39 miles of side sewers, and 19 pump stations to compensate for the hilly terrain within the service area.

The District does not maintain wastewater treatment or disposal facilities. The District relies on the service of King County DNRP-WTD, Southwest Suburban Sewer District, and Midway Sewer District for these services. Delivery of flow to these entities for treatment and disposal of wastewater is accomplished through system connections and in accordance with existing interlocal agreements.

The UTRC determined that the District's sewer plan demonstrates that the District has the capacity to provide service consistent with the requirements of all applicable statutes, codes, rules, and regulations.

**Growth:** The Valley View Sewer District 2023 General Sewer Plan is consistent with the Washington State Growth Management Act and the King County Comprehensive Plan as it limits service to within the designated urban area and incorporates future growth projections consistent with King County's adopted growth targets.

**System Improvements:** The District's Capital Improvements Plan estimates \$85 million in improvements for rehabilitation or replacement and \$58 million for sewer extension projects to the sanitary sewer system over the next thirty years. According to the Plan, revenue sources for financing District operations and capital expenses include rates, Utility Local Improvement Districts (ULIDs), bonds, grants, and loans.

**SEPA:** The District completed a State Environmental Policy Act (SEPA) checklist for the Plan and, as lead agency under SEPA, issued a Determination of Nonsignificance for the approval of the Plan on March 17, 2023. There were no appeals.

**ATTACHMENTS**

1. Proposed Ordinance 2024-0252 (and its attachment)
2. Review of Valley View Sewer District 2023 General Sewer Plan - UTRC Matrix
3. Transmittal Letter
4. Fiscal Note



## **Signature Report**

### **Ordinance**

**Proposed No. 2024-0263.2**

**Sponsors Dunn**

1                   AN ORDINANCE authorizing the King County executive  
2                   to execute an interlocal agreement with the city of Kent for  
3                   the inspection and maintenance of the Rock Creek Bridge.

4                   STATEMENT OF FACTS:

- 5                   1. The city of Kent has completed the construction of the Rock Creek  
6                   Bridge, Kent-21 ("the bridge").
- 7                   2. The Bridge is located over Rock Creek at Southeast Summit Landsburg  
8                   Road, placing approximately three-quarters of the bridge in the political  
9                   boundaries of the city of Kent and the remaining one-quarter in  
10                  unincorporated King County.
- 11                  3. King County and the city of Kent are required to maintain the bridge by  
12                  performing bridge inspections and minor repairs to address conditions  
13                  identified during the inspections. To preserve the structural integrity of  
14                  the bridge, major repairs will sometimes be required.
- 15                  4. It is in the best interest of King County and the city of Kent to work  
16                  cooperatively and delineate responsibilities by each agency to ensure the  
17                  continued safe operation of the bridge through inspections, minor repairs,  
18                  and major repairs.
- 19                  5. King County and the city of Kent are municipal corporations under the  
20                  laws of the State of Washington and are entitled to utilize chapter 39.34



21 RCW to enter into an interlocal agreement to mutually carry out statutory  
22 duties.

23 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

24 SECTION 1. The executive is hereby authorized to execute an interlocal  
25 agreement with the city of Kent for the inspection and maintenance of the Rock Creek

- 26 Bridge, Kent-21, located partially in King County and partially in the city of Kent,  
27 substantially in the form of Attachment A to this ordinance.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

---

Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

---

Dow Constantine, County Executive

**Attachments:** A. Interlocal Agreement Regarding Project to Inspect, Maintain, and Repair the Rock Creek Bridge (Bridge #Kent-21), Revised January 14, 2025

**INTERLOCAL AGREEMENT REGARDING PROJECT TO INSPECT, MAINTAIN AND REPAIR  
THE ROCK CREEK BRIDGE (BRIDGE #KENT-21)**

This INTERLOCAL AGREEMENT (“ILA”) is made by and between King County (the "County") and the City of Kent, a municipal corporation of the State of Washington (the “City”). Together the County and the City are sometimes referred to herein as the “Parties” and individually as a “Party”.

**RECITALS**

1. The Rock Creek Bridge is located over Rock Creek at S.E. Summit Landsburg Road, placing approximately three-quarters of the bridge in the political boundaries of the City and the remaining one-quarter in unincorporated King County as shown in Exhibit 1.
2. The Parties are required to maintain Rock Creek Bridge by performing bridge inspections, and minor repairs to address conditions identified during the inspections. To preserve the structural integrity of the Rock Creek Bridge, major repairs will sometimes be required.
3. The Parties share an interest in ensuring the continued safe operation of the Rock Creek Bridge through inspections, minor repairs, and major repairs.
4. The Interlocal Cooperation Act, Chapter 39.34 RCW, authorizes the Parties to execute an interlocal agreement with each other for joint or cooperative action.
5. The Parties seek to execute an ILA that delineates each Party’s roles and responsibilities regarding the inspections, minor repairs, and major repairs to the Rock Creek Bridge.

NOW, THEREFORE, the Parties hereby agree as follows:

**I. PURPOSE OF ILA**

- A. To provide a means whereby the Parties can share the cost and responsibility for inspection and maintenance of Rock Creek Bridge.
- B. To provide for future negotiations regarding necessary capital improvements to the bridge.

**II. DEFINITIONS**

- A. "Bridge" means the Rock Creek Bridge (#Kent-21) across Rock Creek at S. E. Summit Landsburg Road.
- B. “Bridge Structure” includes girders, bridge deck, approach slab, bearing and expansion joints, substructure elements, wing walls, retaining walls, abutments, diaphragms, integral concrete barrier, and all bridge appurtenances. “Bridge Structure” does not include water, sewer, and other utilities attached to the Bridge.

- C. "Bridge Appurtenances" include transition rails, barrier railings, guardrail, guardrail end terminals, anchors, and all related connector hardware.
- D. "Capital Project" is a project to replace or reconstruct the Bridge, or a full or partial portion thereof, to significantly improve the service level or extend the life of the Bridge.
- E. "Inspections" means periodic bridge inspections necessary to remain in compliance with National Bridge Inspection Standards (NBIS) implemented by the Federal Highway Administration and the Washington State Department of Transportation.
- F. "Major Maintenance" means engineering and appropriate work necessary to preserve the structural integrity of the Bridge.
- G. "Regular Surface Maintenance" means debris removal, sweeping, pavement markings, anti-ice applications as necessary, and snow removal during snow and ice conditions. This does not include graffiti removal and vegetation maintenance activities.
- H. "Routine Maintenance" means minor bridge repairs.
- I. "Studies" means an investigation by a qualified engineer or consultant to determine recommendations for full or partial replacement or reconstruction of the Bridge or portion(s) of the bridge, or engineering analyses required to comply with Federal Highway Administration and Washington State Department of Transportation requirements. Such work may include purchase of services or rental of equipment to provide monitoring of various elements of the Bridge.

### III. KEY ROLES AND RESPONSIBILITIES OF THE CITY AND THE COUNTY

The Parties wish to undertake cooperative action pursuant to RCW 39.34.030(4) to inspect, maintain, conduct studies, and carry out repairs and other work or alterations necessary to keep the Bridge open for the use by the public. All work concerning the Bridge by employees, contractors or other means is deemed to be a joint effort of the parties irrespective of the status of individuals or firms performing the work.

#### A. City Roles and Responsibilities

- 1. The City shall be responsible for conducting, arranging, and coordinating all Inspections and Studies and will maintain all records and files concerning the Bridge, its inspections, and all reports generated concerning the Bridge and its condition.
- 2. The City shall be responsible for the preparation of the plans and specifications for Major Maintenance of the Bridge.

3. The City shall be the lead agency and be responsible for all Routine Maintenance and Major Maintenance of the Bridge Structure including all costs associated with completing such maintenance activities.
4. The City shall be the lead agency for structural overlay of the Bridge deck and shall be responsible for carrying out the resurfacing.
5. The City shall be responsible for the maintenance and repair of the Bridge Structure and Bridge Appurtenances in the City limits.
6. The City shall be responsible for any Capital Project as described under II.H. and shall obtain any necessary permits and approval by the County for the portion of the project within the County's jurisdiction.
7. The City shall be responsible for providing notice to the County and obtaining approval from the County prior to any expenditures associated with III.A.4. above.
8. The City shall provide copies of all records on the Bridge to the County.
9. The City hereby grants right of entry to the County for the portion of the Bridge located in the City for the purpose of meeting the County's obligations under this ILA.

B. County Roles and Responsibilities

1. The County shall be responsible for Regular Surface Maintenance including all associated costs.
2. The County agrees to share the costs of resurfacing the Bridge deck as described under Section III.A.4. above.
3. The County shall be responsible for the maintenance and repair of Bridge Appurtenances within the County's jurisdiction.
4. The County shall be the lead agency for the overlay of Summit Landsburg Road including the portion of the road within the City limits.
5. The County hereby grants right of entry to the City for the portion of the Bridge located in the County's jurisdiction for the purpose of meeting the City's obligations under this ILA.

- C. Each agency shall designate in writing a liaison with authority to approve expenditures and shall jointly develop a process for notification and approval of expenditures.
- D. Routine and Major Maintenance costs shall include direct labor, employee benefits, equipment rental, materials and supplies, utilities and permits, contractual services, and administrative overhead costs.
- E. In the event of an emergency, each party is authorized to make such repairs as it deems necessary and agrees to notify the other party as soon as is practically possible, but at least within twenty-four hours of the emergency declaration.

#### IV. PAYMENT

- A. The City agrees to pay for 100% of the costs of Inspections and Studies as described under Section III.A.1 above.
- B. The City agrees to pay for 100% of all Routine Maintenance and Major Maintenance of the Bridge Structure as described under Section II.A. above.
- C. The City and County agree to share the costs overlay of bridge deck as follows based on proportional ownership of the Bridge: City 77% and County 23% of all costs as described under Section III.A.4. above.
- D. The City agrees to pay for 100% of the cost to construct the Bridge and the cost to maintain all records including the performance of studies and inspections associated with the Bridge.
- E. The City agrees to pay for 100% of the cost of graffiti removal, vegetation maintenance activities, and concrete traffic barrier repairs associated with the Bridge.
- F. The County agrees to perform and pay 100% of Regular Surface Maintenance as described under Section II.F.
- G. The City will be the lead agency and the County will work together with the City to seek federal or state grants, or other funding alternative, for expenses for any Capital Projects for the Bridge and agree in principle to a 23/77 cost sharing of the local match in which The County will contribute 23% of required grant match and the City will contribute 77% of required grant match.
- H. The City agrees to reimburse the County for the actual costs of the overlay of the section of Summit Landsburg Road within the City limits described under Section III.B.4. above.
- I. Each Party shall invoice the other Party for their proportional share of the costs as described above under this Section IV. Each Party shall pay the invoice within 30 days of receipt of the invoice.

V. DURATION

This ILA shall become effective on the date of its mutual signing by the Parties.

VI. AMENDMENT OR TERMINATION

This ILA may be amended, altered, clarified, or extended only by written agreement of the parties hereto.

VII. FORCE MAJEURE

The County's performance under this ILA shall be excused during any period of force majeure. Force majeure is defined as any condition that is beyond the reasonable control of the County, including but not limited to, natural disaster, severe weather conditions, contract disputes, labor disputes, epidemic, pandemic, delays in acquiring right-of-way or other necessary property or interests in property, permitting delays, or any other delay resulting from a cause beyond the reasonable control of the County.

VIII. DISPUTE RESOLUTION

A. In the event of a dispute between the Parties regarding this ILA, the Parties shall attempt to resolve the matter informally.

B. If the Parties are unable to resolve the matter informally, the matter shall be decided by the Director of the King County Road Services Division and the Public Works Director of the City. If the Parties are unable to reach a mutual agreement, either Party may refer the matter to non-binding mediation. Each Party will be responsible for its own costs for mediation and shall share the costs of the mediator equally.

C. Unless otherwise expressly agreed to by the Parties in writing, both the County and the City shall continue to perform all their respective obligations under this ILA during the resolution of the dispute.

D. This ILA shall be interpreted in accordance with the laws of the State of Washington in effect on the date of execution of this ILA. If either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this ILA, the Parties agree that any such action or proceedings shall be brought in a court of competent jurisdiction situated in Seattle, King County, Washington.

IX. INDEMNIFICATION

To the extent permitted by law, each Party to this ILA shall protect, defend, indemnify, and save harmless the other Party, and its officers, officials, employees, and agents, while acting within the scope of their employment, from any and all costs, claims, demands, judgments, damages, or liability of any kind including injuries to persons or damages to property, which

arise out of, or in any way result from, or are connected to services associated with this ILA caused by or resulting from or are due to any negligent acts or omissions of the indemnifying Party.

Each Party agrees that it is fully responsible for the acts and omissions of its own subcontractors, their employees and agents, acting within the scope of their employment as such, as it is for the acts and omissions of its own employees and agents. No Party shall be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the Party seeking indemnification. Where such claims, suits, or actions result from concurrent negligence of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of the Party's own negligence.

Each Party agrees that its obligations under this indemnification section extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each Party, by mutual negotiation, hereby waives, with respect to the other Party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of Title 51 RCW.

In the event of any claims, demands, actions and lawsuits, the indemnifying Party upon prompt notice from the other Party shall assume all costs of defense thereof, including legal fees incurred by the other Party, and of all resulting judgments that may be obtained against the other Party. If either Party incurs attorney fees, costs or other legal expenses to enforce the provisions of this section, all such fees, costs and expenses shall be recoverable by the prevailing Party.

This indemnification shall survive the expiration or earlier termination of this ILA.

X. AUDITS AND INSPECTIONS

The records and documents with respect to all matters covered by this ILA shall be subject to inspection, review, or audit by the County or the City during the term of this agreement and three years after termination.

XI. ENTIRE AGREEMENT

This ILA contains the entire written agreement of the Parties and supersedes all prior oral or written representations or understandings.

XII. INVALID PROVISIONS

If any provision of this ILA shall be held invalid, the remainder of the agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives of the Parties.

XIII. OTHER PROVISIONS



The headings in this ILA are for convenience only and do not in any way limit or amplify the provisions of this ILA.

XIV. NO THIRD-PARTY RIGHTS

Nothing contained herein is intended to, nor shall be construed to, create any rights in any third party, or to form the basis for any liability on the part of the Parties to this ILA, or their officials, officers, employees, agents or representatives, to any third party.

XV. WAIVER OF BREACH

Waiver of any breach of any provision of this ILA shall not be deemed to be a waiver of any prior or subsequent breach and shall not be construed to be a modification of the terms of this ILA.

IN WITNESS WHEREOF, the parties have executed this ILA.

King County

\_\_\_\_\_  
County Executive

City of Kent

\_\_\_\_\_  
Date

\_\_\_\_\_  
City of Mayor

Approved as to Form:

\_\_\_\_\_  
Deputy Prosecuting Attorney

\_\_\_\_\_  
Date

Approved as to Form:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kent Law Department

\_\_\_\_\_  
Date

**EXHIBIT 1**  
**BRIDGE LAYOUT**  
**WITH**  
**CITY-COUNTY BOUNDARY**  
**SHEET 7 OF 51**  
**OF THE BRIDGE CONSTRUCTION**  
**PLANS**





## King County

### Metropolitan King County Council Local Services and Land Use Committee

#### REVISED STAFF REPORT

<b>Agenda Item:</b>		<b>Name:</b>	Nick Bowman
<b>Proposed No.:</b>	2024-0263	<b>Date:</b>	

#### COMMITTEE ACTION

***Proposed Substitute Ordinance 2024-0263.2 authorizing the Executive to sign an Interlocal Agreement (ILA) with the City of Kent for the inspection and maintenance of the Rock Creek Bridge, passed out of committee on February 19, 2025, with a “Do Pass” recommendation. The Proposed Ordinance was amended in committee with Amendment 1 to delete the Executive transmitted ILA (Attachment A) and replace it with a revised ILA (Revised Attachment A). The revised ILA: made technical and language consistency-related changes; and added language to “Section 5. Duration” and “Section 6. Amendment or Termination” necessary to comply with state law.***

#### SUBJECT

Proposed Ordinance 2024-0263 would authorize the Executive to sign an Interlocal Agreement (ILA) with the City of Kent for the inspection and maintenance of the Rock Creek Bridge.

#### SUMMARY

The proposed ordinance would authorize the execution of an ILA (Attachment A) between the County and the City of Kent (Parties) for the inspection and maintenance of the Rock Creek Bridge which is primarily located in Kent and partially extends into unincorporated King County. The proposed ILA specifies the responsibilities of both parties regarding work necessary to keep the bridge functional and open for public use, assigns the cost associated with such work to the responsible party, and establishes a process for resolving disputes.

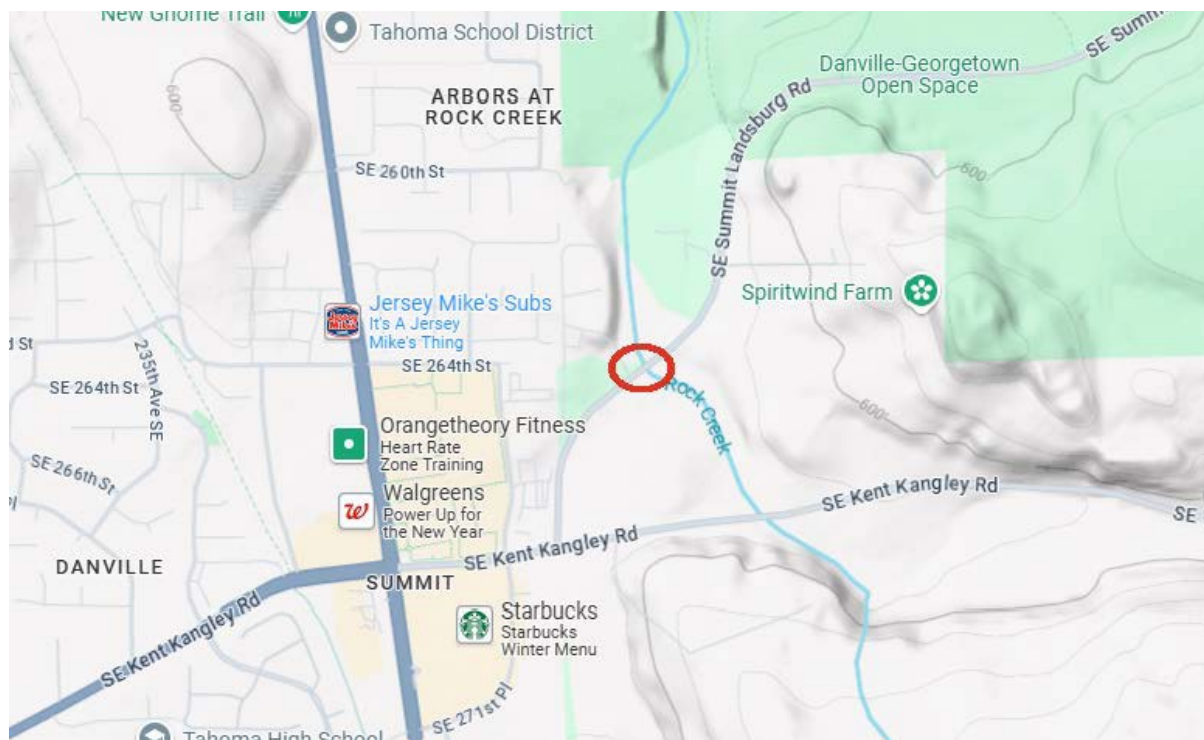
According to the transmitted fiscal note, the cost of performing the County activities identified in the proposed ILA would be negligible.

#### BACKGROUND

The City of Kent (City) completed the construction of the Rock Creek bridge in 2023, replacing three undersized roadway culverts with a larger, fish-passable roadway bridge. The bridge is located over Rock Creek at SE Summit Landsburg Road, placing approximately three quarters of the bridge in Kent and the remaining one-quarter in unincorporated King County. A map of the bridge location is provided in Figure 1 below.

RCW 36.75.020 requires that the County and the City jointly maintain Rock Creek Bridge by performing bridge inspections and minor repairs to address conditions identified during the inspections.

Figure 1. Rock Creek Bridge Location



## **ANALYSIS**

Proposed Ordinance 2024-0263 would authorize the Executive to execute an ILA with the City of Kent for the inspection and maintenance of the Rock Creek Bridge.

The key provisions of the proposed agreement include:

### **City Responsibilities (Section 3.A)**

Section 3.A of the proposed ILA establishes the City's roles and responsibilities under the agreement. These include:

- Conducting all inspections and studies;
- Maintaining all records and reports concerning the bridge, its inspections, and its conditions;
- Preparing plans and specifications for major maintenance of the bridge;
- Acting as the lead agency on all routine and major maintenance of the bridge structure and assuming all costs associated with such activities;
- Acting as the lead agency for structural overlay and resurfacing of the bridge deck while providing notice to the County and obtaining County approval prior to any expenditures associated with such work;
- Maintaining and repairing the bridge structure and appurtenances within the City limits;
- Replacing or reconstructing the bridge, in full or in part, to significantly improve the service level or extend the life of the bridge and obtaining any necessary permits and approval by the County for the portion of the project within the County's jurisdiction; and
- Providing copies of all records on the bridge to the County.

#### County Responsibilities (Section 3.B)

Section 3.B of the proposed ILA establishes the County's roles and responsibilities under the agreement. These include:

- Conducting regular surface maintenance including debris removal, sweeping, pavement markings, snow removal and anti-ice applications as necessary and assuming all costs associated with such activities;
- Sharing the costs of resurfacing the bridge deck with the City;
- Maintaining and repairing bridge appurtenances within the County's jurisdiction; and
- Acting as the lead agency for the overlay of Summit Landsburg Road including the portion within the City limits.

#### Payment (Section 4)

Section 4 of the proposed ILA assigns the Parties share of bridge maintenance, inspection, and repair costs.

Under the proposed ILA the City will pay:

- 100% of all inspection and study costs;
- 100% of all routine and major maintenance of the bridge structure;
- 77% of bridge deck overlay costs;
- 100% of the costs to construct the bridge and maintain all records associated with the bridge;
- 100% of graffiti removal, vegetation maintenance activities, and concrete traffic barrier repairs; and

- 77% of any local match costs associated with any federal and state grants, or other funding alternative awarded to cover expenses for any bridge related capital project.

The City will also reimburse the County for the actual costs of the overlay of the portion of Summit Landsburg Road that is within the City limits.

Under the proposed ILA the County will pay:

- 23% of bridge deck overlay costs;
- 100% of regular surface maintenance; and
- 23% of any local match costs associated with any federal and state grants, or other funding alternative awarded to cover expenses for any bridge related capital project.

According to the transmitted fiscal note, the cost of performing the County activities identified in the proposed ILA would be negligible.<sup>1</sup>

### Section 5 Duration

Section 5 of the proposed ILA states that the ILA will become effective on the date of its mutual signing by the Parties. This section, while not explicitly stating so, intends for the agreement to continue in perpetuity. This reflects both Parties' obligation to maintain and inspect the bridge under state law. However, state law<sup>2</sup> also requires that the agreement specify a duration. Amendment 1 would add language consistent with the original intent while complying with state requirements.

### Section 6 Amendment or Termination

Section 6 of the proposed ILA states that the ILA may only be amended by written agreement of both Parties.

### Section 8 Dispute Resolution

Section 8 of the proposed ILA establishes a process for resolving disputes. Under this process the Parties shall first attempt to resolve the matter informally. If an informal resolution cannot be reached, the matter will be decided by the County Roads Director and the City Public Works Director. If a resolution still cannot be reached, either party may refer the matter to non-binding resolution wherein each party will be responsible for its own mediation costs and will share the costs of the mediator equally. Both Parties shall continue to perform all respective obligations under the ILA during the resolution process unless expressly agreed to by the Parties in writing.

## **AMENDMENT**

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<sup>1</sup> The estimated costs to perform the surface routine maintenance activities as identified in the ILA is approximately \$1,000 per road mile. The Bridge is approximately 60 feet in length of which 23% is in the County and 77% is in the City.

<sup>2</sup> RCW 39.34.030(3)

Amendment 1 would delete the Executive transmitted Attachment A, an ILA between the County and the City of Kent regarding the inspection, maintenance, and repair of the Rock Creek Bridge, and replaces it with a revised Attachment A. The revised ILA:

1. Makes technical and language consistency-related changes; and
2. Adds language to “Section 5. Duration” and “Section 6. Amendment or Termination” necessary to comply with state law.





**Signature Report**

**Ordinance**

**Proposed No.** 2024-0410.1

**Sponsors** Upthegrove

1                   AN ORDINANCE approving the Southwest Suburban  
2                   Sewer District General Sewer Plan Update dated July 2024.

3                   STATEMENT OF FACTS:

4                   1. King County has adopted K.C.C. chapter 13.24, which requires  
5                   approval of comprehensive plans for water and sewer utilities that provide  
6                   service in unincorporated King County as a prerequisite for operating in  
7                   unincorporated King County, receiving approval for annexation proposals,  
8                   being granted right of way franchises, and being given approval for right  
9                   of way construction permits. K.C.C. chapter 13.24 prescribes the  
10                  requirements for approval of such plans, including consistency with state  
11                  and local planning requirements.

12                  2. RCW 57.16.010 requires general comprehensive plans by special  
13                  purpose district be submitted to, and be approved by, the legislative  
14                  authority within whose boundaries all or a portion of a utility lies.

15                  3. The Southwest Suburban Sewer District's last sanitary sewer system  
16                  plan was approved in 2009. King County regulations require sanitary  
17                  sewer system plans to be updated every six years.

18                  4. The Southwest Suburban Sewer District's wastewater system has a  
19                  service area within unincorporated King County and has adopted a  
20                  comprehensive wastewater system plan ("the plan").

21           5. King County has adopted a Comprehensive Plan that includes policies  
22           F-101 through F-264, the applicable portions of which address sanitary  
23           sewer policies for facilities and services; these sanitary sewer policies call  
24           for consistency with other adopted plans, pursuit of reclaimed water, water  
25           conservation, and protection of water resources.

26           6. K.C.C. chapter 13.24 requires the utilities technical review committee  
27           to review, and make a recommendation to the King County executive and  
28           council on the plan, the requirements under K.C.C. chapter 13.24, and  
29           consistency with the King County Comprehensive Plan. The utilities  
30           technical review committee has reviewed the planning data and system  
31           operations and has found:

32           a. The plan utilizes population and employment forecasts developed by  
33           the Puget Sound Regional Council;

34           b. A portion of the system's service area is in unincorporated King  
35           County;

36           c. The capital facility plan is adequate to meet anticipated facility and  
37           service needs;

38           d. The plan is consistent with applicable Washington state water quality  
39           laws; and

40           e. The plan is consistent with other pertinent county adopted plans and  
41           policies.

42           7. Washington state Department of Ecology approved the plan on August  
43           15, 2024.

44           8. Under the State Environmental Policy Act, the district completed an  
45           environmental checklist and issued a Determination of Nonsignificance  
46           for the plan on June 22, 2024. There were no appeals.

47           9. The system's operations and facilities meet multiple existing statutory,  
48           administrative, and planning standards. As the district's operations,  
49           facilities, and planning meet the requirements of the King County Code,  
50           and are consistent with the King County Comprehensive Plan, the utilities  
51           technical review committee has recommended approval of the plan.

52           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

53           SECTION 1. The Southwest Suburban Sewer District General Sewer Plan

- 54 Update dated July 2024, Attachment A to this ordinance, is hereby approved as a  
55 comprehensive wastewater system plan.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

---

Girmay Zahilay, Chair

ATTEST:

---

Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Dow Constantine, County Executive

**Attachments:** A. Southwest Suburban Sewer District General Sewer Plan Update, July 2024

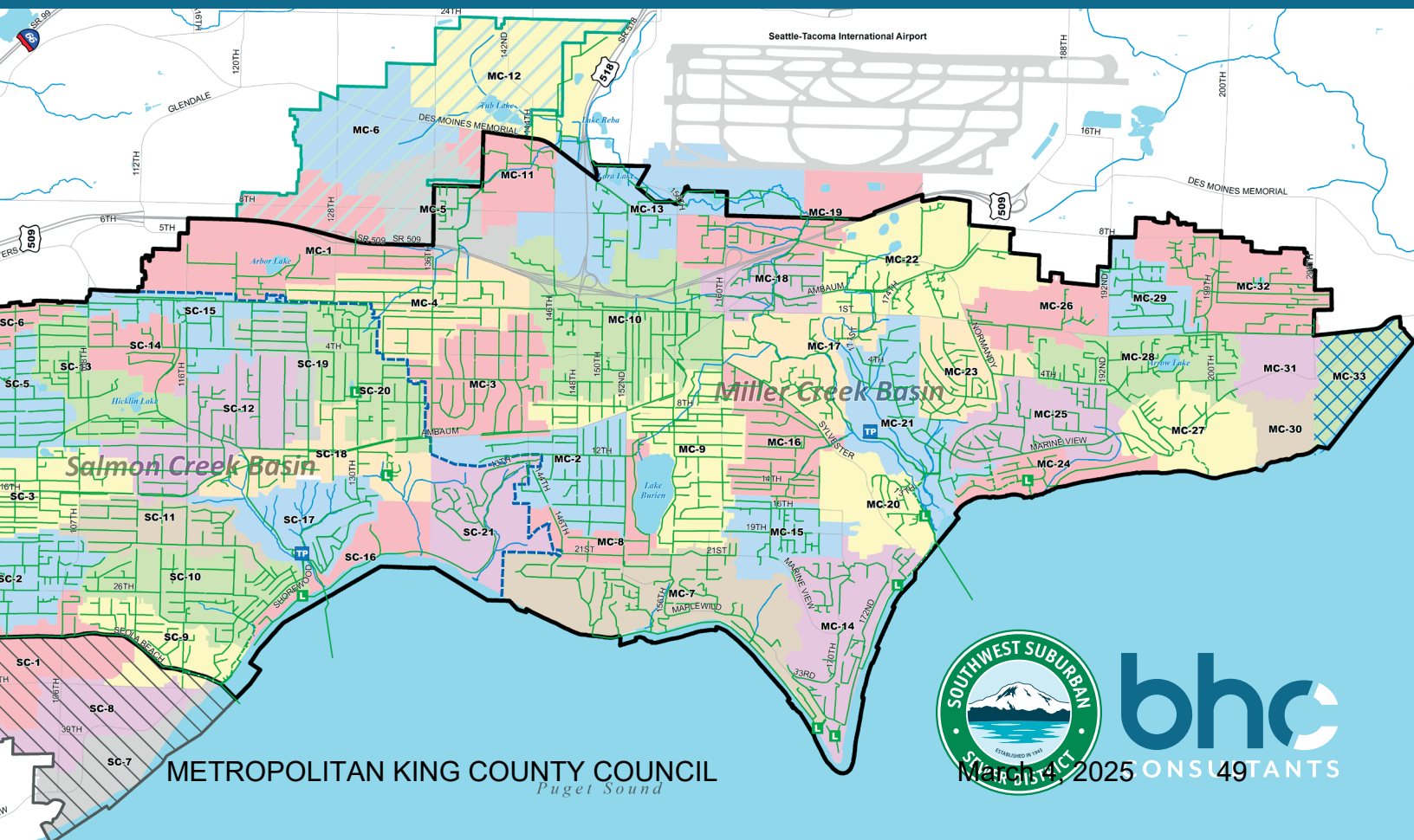


# Attachment A

[Click here for 2024-0410 A](#)

# Southwest Suburban Sewer District General Sewer Plan Update

# July 2024





## King County

### Metropolitan King County Council Local Services and Land Use Committee

#### STAFF REPORT

<b>Agenda Item:</b>	8	<b>Name:</b>	Andy Micklow
<b>Proposed No.:</b>	2024-0410	<b>Date:</b>	February 19, 2025

#### SUBJECT

An ordinance approving the Southwest Suburban Sewer District General Sewer Plan Update.

#### SUMMARY

Proposed Ordinance 2024-0410 would approve the Southwest Suburban Sewer District General Sewer Plan Update dated July 2024 (Plan), meeting the requirement for a wastewater utility to provide sewer service in unincorporated King County.

#### BACKGROUND

Southwest Suburban Sewer District (District) is located south of the City of Seattle in western King County. The District's serves portions of the cities of Seattle, Burien, Normandy Park, Des Moines, SeaTac, and unincorporated King County (White Center). The Plan states that the District provided sewer service to approximately 59,298 people in 2021. The District's last wastewater plan was approved in 2009 by King County Ordinance 16654.

**King County Utility Comprehensive Plan Criteria.** King County Code (K.C.C.) Chapter 13.24 requires the Utilities Technical Review Committee (UTRC) to review and make recommendations to the Executive and County Council on the adequacy of all water and sewer comprehensive plans and related matters, and to determine whether the Plan:

- is consistent with the King County Comprehensive Plan,
- is consistent with local comprehensive plans,
- reflects current supply and demand,
- forecasts future supply and demand,
- provides a capital plan for obtaining, using, storing and conveying water and sewage, and
- provides sufficient information to demonstrate the utility district's ability to provide service consistent with all applicable laws and regulations.

In addition to satisfying the requirement of K.C.C. Chapter 13.24, the County's approval also provides state regulatory agencies with the determination required under RCW 43.20.260 that the Plan is consistent with the King County Comprehensive Plan and implementing development regulations.

Additionally, King County has adopted a Comprehensive Plan that includes policies that address water and wastewater policies for facilities and services, calling for consistency with other adopted plans, pursuit of reclaimed water, water conservation, and provision of sewer and wastewater services.

### **UTRC ANALYSIS OF SOUTHWEST SUBURBAN SEWER DISTRICT GENERAL SEWER PLAN UPDATE DATED JULY 2024**

The UTRC finalized its review of the Southwest Suburban Sewer District General Sewer Plan Update in August 2024 (see Attachment 2 to this staff report for a more detailed description of the UTRC review). The UTRC found that the Plan meets the requirements of K.C.C. Chapter 13.24 and has recommended its approval. Highlights of the Plan, as reviewed by the UTRC, are outlined below.

**Service Area:** The Southwest Suburban Sewer District serves portions of the cities of Seattle, Burien, Normandy Park, Des Moines, SeaTac, and unincorporated King County. The District's service area totals approximately 15.5 square miles.

**Facilities:** The sewer system serves approximately 59,298 people. The District's infrastructure includes approximately 3 miles of force mains, 200 miles of gravity sewer, and 140 miles of sewer stubs. The District also maintains and operates 11 active lift stations and two wastewater treatment facilities.

The UTRC determined that the District's sewer plan demonstrates that the District has the capacity to provide service consistent with the requirements of all applicable statutes, codes, rules, and regulations.

**Growth:** The Southwest Suburban Sewer District General Sewer Plan Update is consistent with the Washington State Growth Management Act and the King County Comprehensive Plan as it limits service to within the designated urban area and incorporates future growth projections consistent with King County's adopted growth targets.

**System Improvements:** The District's Capital Improvements Plan identifies approximately \$88 million in capital facility projects through the year 2050. Near term projects (2024 – 2028) total \$34.65 million and address wastewater treatment facility improvements, infiltration, and inflow (I/I) reduction projects, and sewer main capacity improvements. According to the six-year financial plan developed to support ongoing operations and fund the near-term capital projects recommended in the Plan suggests annual sewer rate increases of 4.5% per year for the years 2025 through 2028.

**SEPA:** The District completed a State Environmental Policy Act (SEPA) checklist for the Plan and, as lead agency under SEPA, issued a Determination of Nonsignificance for the approval of the Plan on June 22, 2024. There were no appeals.

## **ATTACHMENTS**

1. Proposed Ordinance 2024-0410 (and its attachment)
2. Review of Southwest Suburban Sewer District General Sewer Plan Update - UTRC Matrix
3. Transmittal Letter
4. Fiscal Note





**Signature Report**

**Ordinance**

**Proposed No. 2025-0082.1**

**Sponsors Zahilay**

1           AN ORDINANCE approving and adopting the memoranda  
2           of agreement negotiated by and between King County and  
3           the King County Juvenile Detention Guild, representing  
4           employees in the juvenile division of the department of  
5           adult and juvenile detention and establishing the effective  
6           date of the agreement.

7           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

8           SECTION 1. The memoranda of agreement negotiated by and between King  
9           County and the King County Juvenile Detention Guild, representing employees in the  
10          juvenile division of the department of adult and juvenile detention, which are Attachment  
11          A and Attachment B to this ordinance, are hereby approved and adopted by this reference  
12          made a part hereof.

13          SECTION 2. Terms and conditions of the agreements shall be effective for the  
14          agreement for voluntary and mandatory overtime pay upon written notice by the county  
15          to King County Juvenile Detention Guild and department of adult and juvenile detention  
16          payroll and based on the date payroll can implement the agreement and may become part  
17          of the collective bargaining agreement if not terminated in 2025, and for the agreement  
18          for declined mandatory overtime protocol upon written notice by the county to King  
19          County Juvenile Detention Guild and department of adult and juvenile detention payroll

20 and based on the date payroll can implement the agreement, through no later than January  
21 1, 2026, as specified in the agreement.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Dow Constantine, County Executive

**Attachments:** A. Memorandum of Agreement By and Between King County and the King County Juvenile Detention Guild Juvenile Detention Officers [297-Q5], 297U0624, B. Memorandum of Agreement By and Between King County and the King County Juvenile Detention Guild Juvenile Detention Officers [297-Q5], 297U0724

**Memorandum of Agreement  
By and Between  
King County  
and the  
King County Juvenile Detention Guild  
Juvenile Detention Officers  
[297/Q5]**

**SUBJECT: JDO DECLINED MANDATORY OVERTIME PROTOCOL**

**Background.**

- I.** The King County Juvenile Detention Guild (Guild) and King County (County) are parties to a collective bargaining agreement (CBA). The parties have agreed to this Memorandum of Agreement (MOA) as a supplemental agreement to the CBA.
- II.** The Children and Family Justice Center (CCFJC) operates 24 hours per day, seven days a week and must maintain continuity in detention staffing coverage and operations provided by Juvenile Detention Officers (JDOs) represented by the Guild. Sufficient JDO staffing is integral to ensuring the safety and welfare of youth detained in the CCFJC and for staff and volunteers that work there. In limited circumstances, mandatory overtime of JDOs is necessary given current JDO staffing needs at the CCFJC, and the department's need to ensure these objectives are met. The purpose of this Agreement is to support a potential balance of interests between the organizational need for mandatory overtime to be occasionally worked by JDOs to ensure continuity of essential services while also supporting the health and welfare of JDOs that provide those essential services in the CCFJC.

**Agreement.**

- 1.** If an employee is assigned mandatory overtime and states they are declining the required overtime due to an authorized purpose pursuant to the paid sick leave statute (RCW 49.46.210 as amended), the following terms shall apply.
- 2. LEAVE DEDUCTION.** The employee will use their paid sick leave accruals to cover the mandatory overtime hours that were declined, unless the declined mandatory overtime is due to a preapproved mandatory overtime restriction under the Family and Medical Leave Act (FMLA) or preapproved qualifying leave under the Washington Family Care Act. Employees with mandatory overtime restrictions approved under the FMLA will not be required, but are permitted, by the terms of this MOA to use their paid sick leave hours.
- 3. MANDATORY OVERTIME PASS AND LIST.** An employee that declines mandatory overtime will remain at the top of the mandatory overtime list.

- 4. CORRECTIVE ACTION.** If an employee declines mandatory overtime and does not use available paid sick leave (or other leave accruals as permitted by law, policy, and the CBA) or their annual mandatory overtime passes or does not have sufficient sick or other accrued leave approved to cover the declined hours, the refusal to work mandatory overtime may be subject to disciplinary action.
- 5. PAY.** When an employee has paid sick leave hours deducted to cover a declined mandatory overtime assignment, the employee shall be paid for those hours at their straight time rate of pay. Paid sick leave hours shall not count toward overtime eligibility thresholds (i.e. weekly or daily) and shall not be paid at the overtime rate in any circumstances. Thus, for example, an employee that works their regular 40-hour workweek and declines one eight-hour mandatory overtime assignment will be paid 48-hours at straight time in the workweek and shall have eight hours of paid sick leave deducted from their leave accruals. Employees shall not be eligible to accrue any additional paid leave by the terms of this Agreement.
- 6. VERIFICATION.** If an employee uses sick leave to cover an absence for a declined mandatory overtime shift for more than five consecutive days, the employee must provide verification that the use of paid sick leave was for an authorized purpose under RCW 49.46.
- 7. MANDATORY OVERTIME PASSES.** While this MOA is in effect, the County and Guild agree Section 9.10(B) Mandatory Overtime Passes shall be modified such that two (2) mandatory overtime passes (instead of one pass) will be available for use each calendar year while this MOA is in effect.
- 8. MANDATORY LIMIT.** While this MOA is in effect, a JDO will not be mandated to work on three or more consecutive calendar days, unless a supervisor/manager deems an emergency requires all available staff and additional mandatory overtime is necessary.
- 9.** All terms are only intended to apply to employees in the JDO job classification while working in that classification.
- 10. EFFECTIVE DATE.** This MOA shall go into effect with one pay period advance notice by the County to the Guild.
- 11. TERMINATION.** The terms of this MOA shall be incorporated into the parties' successor CBA as an Addendum and the Addendum shall remain in effect unless this MOA is terminated by the County or the Guild, at any time prior to June 30, 2025, with (30) calendar days' advance notice to the Guild or the County. If the MOA is terminated by either party, any action (e.g., discipline or use of paid sick leave) in progress that occurs prior to the actual termination date of the MOA shall continue to be transacted according to the MOA terms. This means for example that a disciplinary action or paid sick leave usage in accordance with the MOA terms may ultimately be issued or paid after the MOA termination date if the event that gave rise to the action transpired while the MOA was still active. In addition, the termination of the MOA shall not result in rescinding any management actions (e.g.,

counseling, discipline, or payments and accrual deduction for paid sick leave) taken while the MOA is in effect.

After June 30, 2025, the terms will be considered part of the collective bargaining agreement and subject to bargaining to modify or terminate its terms.

**For the King County Juvenile Detention Guild:**

Signed by:

*Jason Smith*

Jason Smith, President (KCJDG)

1/3/2025

Date

**For King County:**

DocuSigned by:

*Andre Chevalier*

Andre Chevalier  
Senior Labor Negotiator  
Office of Labor Relations  
King County Executive Office

12/31/2024

Date

DocuSigned by:

*Jeneva M Cotton*

Jeneva Cotton  
Division Director Juvenile Detention, DAJD

12/27/2024

Date

DocuSigned by:

*Cheryl Macoleni*

Cheryl Macoleni  
Human Resources Manager, DAJD

12/27/2024

Date



**Memorandum of Agreement  
By and Between  
King County  
and the  
King County Juvenile Detention Guild  
Juvenile Detention Officers  
[297/Q5]**

**SUBJECT: JDO TEMPORARY “MANDATORY” AND “VOLUNTARY” OVERTIME  
(2x) PAY INCENTIVES**

**Background.**

- I. The King County Juvenile Detention Guild (Guild) and King County (County) are parties to a collective bargaining agreement (CBA). The parties have agreed to this Memorandum of Agreement (MOA) as a supplemental agreement to the CBA.
- II. The Clark Children and Family Justice Center (CCFJC) operates 24 hours per day, seven days a week and must maintain continuity in detention staffing coverage provided by Juvenile Detention Officers (JDOs) represented by the Guild. This is necessary to ensure the safety and welfare of youth detained in the facility and for staff and volunteers that work at the CCFJC. At current staffing levels of JDOs and the number of youth detained at the CCFJC, overtime work performed by JDOs is necessary to ensure the staffing and operations objectives are met. The purpose of this Agreement is to continue to provide a temporary pay incentive to further encourage overtime work is voluntarily performed by JDOs when possible and that the burden of mandatory overtime work is also compensated in a consistent way with the enhanced voluntary overtime pay rate temporarily in effect for the duration of this Agreement.

**Agreement.**

***PART 1: Mandatory Overtime Pay Incentive***

1. When an employee is mandated to work overtime that qualifies for overtime at the rate of time-and-one-half (1.5x) their rate of pay under CBA Section 9.5 that is at least two consecutive hours or more, the employee shall instead be paid (2x) their normal rate of pay (inclusive of Education and FTO premiums if applicable) for the time they are required to work mandatory overtime hours. This premium shall apply only to mandatory overtime to work posts in detention operations related to the direct custody and control of detainees or while performing escorting functions.
2. This enhanced rate for mandatory overtime will not be stacked with other multipliers of pay in the collective bargaining agreement (e.g., qualifying mandatory overtime work on a holiday will only be paid at (2x) for actual hours worked on the holiday, rather than the 1.5x).

3. Per the CBA, if an employee is mandatoried 30-minutes or more, they shall be credited as having worked mandatory overtime and their name will be placed at the bottom of the reverse seniority mandatory overtime list.
4. Per the CBA, employees may request compensatory time for mandatory overtime at the enhanced rate (2x).
5. All terms are only intended to apply to employees in the JDO job classification while working in that classification.
6. All other CBA provisions recognized past-practices, and procedures regarding mandatory overtime that are not expressly changed by this Memorandum of Agreement shall continue to apply.
7. The terms of this mandatory (2x) incentive shall be effective upon written notice by the County to the Guild and DAJD Payroll with an effective date. The effective date of this MOA shall also render the prior (2x) voluntary incentive contained in MOA 297U0622 null and void when the new incentive terms are implemented.

Should this Agreement not be fully ratified by the King County Council, this MOA shall be null and void, and the provision of the (2x) pay for mandatory overtime shall immediately end.

8. The mandatory overtime incentive is intended to be a temporary pay incentive to support JDO staffing as determined appropriate by the County. After June 30, 2025, the County reserves the right, in its sole discretion, to modify the workdays/shifts/posts that this enhanced (2x) mandatory overtime pay incentive is available upon email notice to the Guild or to pause the incentive for a period of time, or to terminate the mandatory overtime (2x) incentive in its entirety at any time with (30) calendar days' advance notice via email to the Guild. Prior to June 30, 2025, the County may not modify or eliminate the mandatory (2x) overtime incentive.

The temporary mandatory overtime (2x) incentive shall expire no later than January 1, 2026.

## ***PART 2: Voluntary Overtime Pay Incentive***

- A. When an employee works voluntary overtime that qualifies for overtime at the rate of time-and-one-half (1.5x) their rate of pay under CBA Section 9.5 that is at least two consecutive hours or more, the employee shall instead be entitled to (2x) their rate of pay (inclusive of Education and FTO premiums if applicable) for the voluntary overtime worked per this MOA. This premium shall apply only to voluntary overtime to work



posts in detention operations related to the direct custody and control of detainees or while performing escorting functions.

- B.** This enhanced rate for voluntary overtime will not be stacked with other multipliers of pay in the collective bargaining agreement (e.g., voluntary overtime work on a holiday will only be paid at (2x) for actual hours worked on the holiday, rather than the 1.5x).
- C.** If an employee volunteers to work a minimum of four consecutive overtime hours, the employee's name will be moved to the bottom of the mandatory overtime list as though they had worked mandatory overtime.
- D.** All terms are only intended to apply to employees in the JDO job classification while working in that classification.
- E.** Per the CBA, employees may request compensatory time for voluntary overtime at the enhanced rate (2x), however nothing herein will alter any other terms related to the earning or use of compensatory time, including the maximum annual cap.
- F.** All other CBA provisions recognized past-practices, and procedures regarding voluntary overtime that are not expressly changed in this agreement shall continue to apply. This MOA is intended to fully and completely replace the existing (2x) voluntary overtime incentive (i.e., (2x) voluntary overtime incentive provided in MOA 297U0622) immediately upon implementation by the County. Additionally, this MOA shall serve to extend the existing (2x) voluntary overtime incentive (per MOA 297U0622) until the new terms herein can be implemented by the County.
- G.** The terms of this voluntary (2x) incentive shall be effective upon written notice by the County to the Guild and DAJD Payroll with a future effective date. The effective date of this incentive shall also immediately render the prior (2x) voluntary incentive contained in MOA 297U0622 null and void.

Should this MOA not be ratified by the King County Council, this MOA shall be null and void, and the provision of the (2x) pay for voluntary overtime shall immediately end as described herein.

- H.** The enhanced voluntary overtime incentive is intended to be a temporary pay incentive to support JDO staffing as determined appropriate by the County. After June 30, 2025, the County reserves the right, in its sole discretion, to modify the workdays/shifts/posts that this enhanced (2x) voluntary overtime pay incentive is offered upon notice to the Guild or to terminate the enhanced voluntary overtime (2x) rate in its entirety at any time with (30) calendar days' advance email notice to the Guild. Prior to June 30, 2025, the County may not modify or eliminate the voluntary (2x) overtime incentive.

The Voluntary overtime (2x) incentive shall expire no later than January 1, 2026.

**For the King County Juvenile Detention Guild:**

Signed by:

*Jason Smith*

E81313485073413...  
Jason Smith, President

1/2/2025

Date

**For King County:**

DocuSigned by:

*Andre Chevalier*

7231D66CAAA44EF...  
Andre Chevalier  
Senior Labor Negotiator  
Office of Labor Relations  
King County Executive Office

12/31/2024

Date

DocuSigned by:

*Jeneva M Cotton*

E9501723E0A24A2...  
Jeneva Cotton  
Division Director Juvenile Detention, DAJD

12/31/2024

Date

DocuSigned by:

*Cheryl Macoleni*

E3CB5A5E809D44B...  
Cheryl Macoleni  
Human Resources Manager, DAJD

12/31/2024

Date



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Ordinance

**Proposed No.** 2025-0083.1

**Sponsors** Zahilay

1           AN ORDINANCE approving and adopting two  
2           memoranda of agreement negotiated by and between King  
3           County and the Juvenile Division Supervisors bargaining  
4           unit, representing supervisors in the juvenile division of the  
5           department of adult and juvenile detention and establishing  
6           the effective date of the agreements.

7           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

8           SECTION 1. The memoranda of agreement negotiated by and between King  
9           County and the Juvenile Division Supervisors bargaining unit, representing supervisors in  
10          the juvenile division of the department of adult and juvenile detention, which are  
11          Attachment A and Attachment B to this ordinance, are hereby approved and adopted by  
12          this reference made a part hereof.

13          SECTION 2. Terms and conditions of the agreements shall be effective for the  
14          agreement for voluntary and mandatory overtime pay upon written notice by the county  
15          to the Juvenile Division Supervisors bargaining unit and department of adult and juvenile  
16          detention payroll and based on the date payroll can implement the agreement and may  
17          become part of the collective bargaining agreement if not terminated in 2025, and for the  
18          agreement for declined mandatory overtime protocol upon written notice by the county to  
19          the Juvenile Division Supervisors bargaining unit and department of adult and juvenile

- 20 detention payroll and based on the date payroll can implement the agreement, through no  
21 later than January 1, 2026, as specified in the agreement.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Dow Constantine, County Executive

**Attachments:** A. Memorandum of Agreement By and Between King County and the WA State Council of County & City Employees, Council 2, Local 2084-S; Dept of Adult & Juvenile Detention (Juvenile Division Supervisors), 276U0125, B. Memorandum of Agreement By and Between King County and the WA State Council of County & City Employees, Council 2, Local 2084-S; Dept of Adult & Juvenile Detention (Juvenile Division Supervisors), 276U0225

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**Memorandum of Agreement  
By and Between  
King County  
and the  
Washington State Council of County and City Employees, Council 2, Local 2084-S;  
Department of Adult & Juvenile Detention (Juvenile Division Supervisors) (276)**

**SUBJECT: CORRECTION SUPERVISOR TEMPORARY “MANDATORY” AND  
“VOLUNTARY” OVERTIME (2x) PAY INCENTIVES (MOA# 276U0125)**

**BACKGROUND**

- I.** The Washington State Council of County and City Employees, Council 2, Local 2084-S (Union) and King County (County) are parties to a collective bargaining agreement (CBA). The parties have agreed to this Memorandum of Agreement (MOA) as a supplemental agreement to the CBA.
- II.** The Clark Children and Family Justice Center (CCFJC) operates 24 hours per day, seven days a week and must maintain continuity in detention staffing coverage provided by Juvenile Detention Officers and Corrections Supervisors represented by the Union. Detention staffing is necessary to ensure the safety and welfare of youth detained in the facility and for staff and volunteers that work at the CCFJC. The purpose of this MOA is to continue to provide a temporary pay incentive to further encourage overtime work is voluntarily performed by Corrections Supervisors when possible and that the burden of mandatory overtime work is also compensated in a consistent way with the enhanced voluntary overtime pay rate temporarily in effect for the duration of this MOA.

**AGREEMENT**

***PART 1: Mandatory Overtime Pay Incentive***

- 1.** When an employee is mandatoried to work overtime that qualifies for overtime at the rate of time-and-one-half (1.5x) their rate of pay under CBA Section 8.2 that is at least two consecutive hours or more, the employee shall instead be paid (2x) their normal rate of pay (inclusive of Education, Longevity, and FTO premiums if applicable) as described in this MOA. This overtime premium shall not apply to overtime where the work performed is related to a loan-out or special assignment or work performed at meetings, shift paperwork, scheduling, or trainings.
- 2.** This enhanced rate for mandatory overtime will not be stacked with other multipliers of pay in the collective bargaining agreement (e.g., qualifying mandatory overtime work on a holiday will only be paid at (2x) for actual hours worked on the holiday, rather than the 1.5x).
- 3.** Per the CBA, employees may request compensatory time for mandatory overtime at the enhanced rate (2x).

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*Washington State Council of County and City Employees, Council 2, Local 2084-S; Department of Adult & Juvenile Detention (Juvenile Division Supervisors) [276]*  
276U0125

4. MOA terms are only intended to apply to employees with a base position in the Corrections Supervisor job classification while working in that classification or for other employees working as a Correction Supervisor in formal Special Duty Assignments (e.g., CLA Article 15). MOA terms shall *not* apply to shorter term Working-Out-of-Classification assignments.
5. All other CBA provisions recognized past-practices, and procedures regarding mandatory overtime that are not expressly changed by this Memorandum of Agreement shall continue to apply.
6. The terms of this mandatory (2x) incentive shall be effective upon written notice by the County to the Union and DAJD Payroll with an effective date. The effective date of this MOA shall also render the prior (2x) voluntary incentive contained in MOA 276U0122 null and void when the new incentive terms are implemented.

Should this MOA not be fully ratified by the King County Council, this MOA shall be null and void, and the provision of the (2x) pay for mandatory overtime shall immediately end.

7. The mandatory overtime incentive is intended to be a temporary pay incentive to support detention staffing as determined appropriate by the County. The County reserves the right, in its sole discretion, to modify the workdays or shifts or posts that this enhanced (2x) mandatory overtime pay incentive is available upon email notice to the Union or to pause the incentive for a period of time, or to terminate the mandatory overtime (2x) incentive in its entirety at any time with (30) calendar days' advance notice via email to the Union.

The temporary mandatory overtime (2x) incentive shall expire immediately on August 1, 2025, if the parties have not already reached a tentative agreement on the successor CBA (Appendix 276) or as otherwise agreed, and the MOA shall expire no later than January 1, 2026.

## ***PART 2: Voluntary Overtime Pay Incentive***

- A. When an employee works voluntary overtime that qualifies for overtime at the rate of time-and-one-half (1.5x) their rate of pay under CBA Section 8.2 that is at least two consecutive hours or more, the employee shall instead be entitled to (2x) their rate of pay (inclusive of Education Incentive, FTO, Longevity premiums if applicable) for the voluntary overtime worked per this MOA. This overtime premium shall also not apply to overtime where the work performed is related to a loan-out or special assignment or work performed at recruitment fairs, scheduling, shift paperwork, meetings or trainings. Employees performing voluntary overtime must also comply with Section 8.2 (D) of the CBA, which requires preapproval to work overtime by the manager, except in emergent

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*Washington State Council of County and City Employees, Council 2, Local 2084-S; Department of Adult & Juvenile Detention (Juvenile Division Supervisors) [276]*  
 276U0125

circumstances. Employees that do not seek preapproval or if an emergent circumstance does not exist as determined by the manager upon review of the information provided by the employee, then the 2x overtime pay rate will not apply to the overtime worked. This determination by the manager shall not be subject to the grievance procedure.

- B.** This enhanced rate for voluntary overtime will not be stacked with other multipliers of pay in the collective bargaining agreement (e.g., voluntary overtime work on a holiday will only be paid at (2x) for actual hours worked on the holiday, rather than the 1.5x).
- C.** MOA terms are only intended to apply to employees with a base position in the Corrections Supervisor job classification while working in that classification or for other employees working as a Correction Supervisor in formal Special Duty Assignments (e.g., CLA Article 15). MOA terms shall *not* apply to shorter term Working-Out-of-Classification assignments.
- D.** Per the CBA, employees may request compensatory time for voluntary overtime at the enhanced rate (2x), however nothing herein will alter any other terms related to the earning or use of compensatory time, including the maximum annual cap.
- E.** All other CBA provisions recognized past-practices, and procedures regarding voluntary overtime that are not expressly changed in this MOA shall continue to apply. This MOA is intended to fully and completely replace the existing (2x) voluntary overtime incentive (i.e., (2x) voluntary overtime incentive provided in MOA 276U0122) immediately upon implementation by the County. Additionally, this MOA shall serve to extend the existing (2x) voluntary overtime incentive (per MOA276U0122) until the new terms herein can be implemented by the County.
- F.** The terms of this voluntary (2x) incentive shall be effective upon written notice by the County to the Union and DAJD Payroll with a future effective date. The effective date of this incentive shall also immediately render the prior (2x) voluntary incentive contained in MOA 276U0122 null and void.

Should this MOA not be ratified by the King County Council, this MOA shall be null and void, and the provision of the (2x) pay for voluntary overtime shall immediately end as described herein.

- G.** The enhanced voluntary overtime incentive is intended to be a temporary pay incentive to support JDO staffing as determined appropriate by the County. The County reserves the right, in its sole discretion, to modify the workdays or shifts or posts that this enhanced (2x) voluntary overtime pay incentive is offered upon notice to the Union or to terminate the enhanced voluntary overtime (2x) rate in its entirety at any time with (30) calendar days' advance email notice to the Union.

The Voluntary overtime (2x) incentive shall expire immediately on August 1, 2025, if the parties have not already reached a tentative agreement on the successor CBA (Appendix 276) or as otherwise agreed, and the MOA shall expire no later than January 1, 2026.

**For the WCCCE, Council 2, Local 2084-S (276):**

DocuSigned by:

*Roger P. Moller*

F05E1BFDCF5A49C...

Roger P. Moller, Staff Representative  
WCCCE, Council 2, Local 2084-S

1/13/2025

Date

Signed by:

*Adam Hoppis*

5EA6C725A54D4E6...

Adam Hoppis, Supervisor and Executive  
Board Representative

1/13/2025

Date

**For King County:**

DocuSigned by:

*Andre Chevalier*

7231D66CAAF4EF...

Andre Chevalier, Senior Labor Negotiator  
Office of Labor Relations

1/13/2025

Date

DocuSigned by:

*Jeneva M Cotton*

F9501723F0A24A2...

Jeneva Cotton  
Division Director Juvenile Detention

1/13/2025

Date

DocuSigned by:

*Cheryl Macoleni*

E3CB5A5E809D44B...

Cheryl Macoleni  
DAJD Human Resources Manager

1/13/2025

Date



**Memorandum of Agreement  
By and Between  
King County  
and the  
Washington State Council of County and City Employees, Council 2, Local 2084-S;  
Department of Adult & Juvenile Detention (Juvenile Division Supervisors) (276)**

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**SUBJECT: CORRECTIONS SUPERVISOR DECLINED MANDATORY OVERTIME PROTOCOL  
(MOA 276U0225)**

**BACKGROUND**

- I.** The Union and King County (County) are parties to a collective bargaining agreement (CBA). The parties have agreed to this Memorandum of Agreement (MOA) as a supplemental agreement to the CBA.
- II.** The Clark Children and Family Justice Center (CCFJC) operates 24 hours per day, seven days a week and must maintain continuity in detention staffing coverage and operations. Sufficient Corrections Supervisor staffing is integral to ensuring the safety and welfare of youth detained in the CCFJC and for staff and volunteers that work there. In limited circumstances, mandatory overtime of Corrections Supervisors is necessary given current Correction Supervisor staffing needs at the CCFJC and the department's need to ensure these objectives are met.

**AGREEMENT**

- 1.** If an employee is assigned mandatory overtime and states they are declining the required overtime due to an authorized purpose pursuant to the paid sick leave statute (RCW 49.46.210 as amended), the following terms shall apply.
- 2. LEAVE DEDUCTION.** The employee will use their paid sick leave accruals to cover the mandatory overtime hours that were declined, unless the declined mandatory overtime is due to a preapproved mandatory overtime restriction under the Family and Medical Leave Act (FMLA) or preapproved qualifying leave under the Washington Family Care Act. The amount of paid sick leave accrual hours that will be charged per workday cannot exceed a total of 16 compensated hours per workday including hours actually worked. For example, an employee that works a regular 10-hour shift can only be charged six paid sick leave hours for a declined mandatory overtime on that workday (i.e. total maximum of 16 compensated hours per workday). Employees with mandatory overtime restrictions approved under the FMLA will not be required, but are permitted, by the terms of this MOA to use their paid sick leave hours to cover declined mandatory overtime hours as stated in this MOA
- 3. MANDATORY OVERTIME LIST.** An employee that declines mandatory overtime will remain at the top of any rotating mandatory overtime list.

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*Washington State Council of County and City Employees, Council 2, Local 2084-S; Department of Adult & Juvenile Detention (Juvenile Division Supervisors) (276) 276U0225*

4. **CORRECTIVE ACTION.** If an employee declines mandatory overtime and does not use available paid sick leave (or other leave accruals as permitted by law, policy, and the CBA) or does not have sufficient sick or other accrued leave approved to cover the declined hours, the refusal to work mandatory overtime may be subject to disciplinary action.
5. **PAY.** When an employee has paid sick leave hours deducted to cover a declined mandatory overtime assignment, the employee shall be paid for those hours at their straight time rate of pay. Paid sick leave hours shall not count toward overtime eligibility thresholds (i.e. weekly or daily) and shall not be paid at the overtime rate in any circumstances. Thus, for example, a supervisory employee that works their regular 40-hour workweek and also declines a mandatory overtime assignment on the same workday they will be paid 46-hours at straight time in the workweek and shall have six hours of paid sick leave deducted from their leave accruals consistent with the 16 hour maximum rule stated in #2. Employees shall not be eligible to accrue any additional paid leave by the terms of this Agreement.
6. **CAP ON PAID LEAVE USED.** In the future, the County may determine a need to implement a standard maximum paid leave usage cap per employee annually or as otherwise determined that can be used for occurrences of declined mandatory overtime. If the County implements such a cap on the amount of paid leave that can be used to cover declined mandatory overtime, the County will provide the union with advance notice and the effective date of the cap.
7. **VERIFICATION.** If an employee uses sick leave to cover an absence for a declined mandatory overtime shift for more than three days, the employee must provide verification that the use of paid sick leave was for an authorized purpose under RCW 49.46.
8. **SCOPE.** MOA terms are only intended to apply to employees with a base position in the Corrections Supervisor job classification while working in that classification or for other employees working as a Correction Supervisor in formal Special Duty Assignments (e.g., CLA Article 15). MOA terms shall *not* apply to shorter term Working-Out-of-Classification assignments.
9. **EFFECTIVE DATE.** This MOA contains the full and complete terms between the parties and shall go into effect with one pay period advance notice by the County to the Union.
10. **TERMINATION.** The terms of this MOA shall be incorporated into the parties' successor CBA as an Addendum and the Addendum shall remain in effect unless this MOA is terminated by the County at any time prior with (30) calendar days' advance notice to the Union. If the MOA and its terms are terminated by the County, any action (e.g., discipline or use of paid sick leave) in progress that occurs prior to the actual termination date of the MOA shall continue to be transacted according to the MOA terms. This means for example that a disciplinary action or paid sick leave usage in accordance with the MOA terms may ultimately be issued or paid after the MOA termination date if the event that gave rise to the action transpired while the MOA was still active. In addition, the termination of the MOA

shall not result in rescinding any management actions (e.g., counseling, discipline, or payments and accrual deduction for paid sick leave) taken while the MOA is in effect.

**For the WCCCE, Council 2, Local 2084-S (276):**

DocuSigned by: <u>Roger P. Moller</u> F05E1BFDC55A49C... Roger P. Moller, Staff Representative WCCCE, Council 2, Local 2084-S	<u>1/23/2025</u> Date
Signed by: <u>Adam Hoppis</u> 5EA6C725A54D4E6... Adam Hoppis, Supervisor and Executive Board Representative	<u>1/23/2025</u> Date

**For King County:**

DocuSigned by: <u>Andre Chevalier</u> 7231D66CAA4F4EF... Andre Chevalier, Senior Labor Negotiator Office of Labor Relations	<u>1/24/2025</u> Date
DocuSigned by: <u>Jeneva M Cotton</u> E9501723E0A24A2... Jeneva Cotton Division Director Juvenile Detention	<u>1/24/2025</u> Date
DocuSigned by: <u>Cheryl Macoleni</u> E3CB5A5E809D44B... Cheryl Macoleni DAJD Human Resources Manager	<u>1/23/2025</u> Date



**Signature Report**

**Ordinance**

**Proposed No.** 2025-0056.2

**Sponsors** Balducci and Perry

1                   AN ORDINANCE approving East Link and Downtown  
2                   Redmond Link Extension Transportation Service Changes  
3                   for King County.

4                   STATEMENT OF FACTS:

5                   1. The changes in this ordinance to the Metro transit department's bus  
6                   transit network include revisions to bus service in the cities of Beaux Arts,  
7                   Bellevue, Bothell, Clyde Hill, Duvall, Issaquah, Kenmore, Kirkland, Lake  
8                   Forest Park, Medina, Mercer Island, Newcastle, North Bend, Redmond,  
9                   Renton, Sammamish, Shoreline, Seattle, Snoqualmie, Woodinville, and  
10                  Yarrow Point.

11                  2. The changes in this ordinance are consistent with the policy direction  
12                  and priorities adopted in Ordinance 19367, enacted December 15, 2021,  
13                  which adopted the 2021 update to the King County Metro Strategic Plan  
14                  for Public Transportation 2021-2031 and Service Guidelines.

15                  3. Incremental implementation of the proposed changes is consistent with  
16                  the policy direction and policies approved in the Metro Service Recovery  
17                  Plan by the enactment of Ordinance 19581.

18                  4. The changes in this ordinance reinstate or replace the fully or partially  
19                  suspended service on Routes 8, 111, 114, 167, 200, 204, 208, 212, 214,  
20                  216, 217, 218, 219, 221, 224, 225, 226, 232, 237, 240, 241, 245, 246, 249,

21           250, 252, 257, 268, 269, 271, 311, 342, 630, 930, 931, and RapidRide B  
22           Line within the East Link Connections project consistent with the  
23           approach identified in the Metro Service Recovery Plan.

24           5. In 2021, 2022, 2023 and 2024, the Metro transit department conducted  
25           public outreach concerning proposed changes to service in east and north  
26           areas of King County currently provided by Routes 8, 111, 114, 167, 200,  
27           204, 208, 212, 214, 216, 217, 218, 219, 221, 224, 225, 226, 232, 237, 240,  
28           241, 245, 246, 249, 250, 252, 257, 268, 269, 271, 311, 342, 630, 930, 931,  
29           and RapidRide B Line.

30           6. The service changes in this ordinance would eliminate and replace  
31           routes 114, 167, 200, 208, 212, 214, 216, 217, 219, 221, 232, 237, 241,  
32           246, 252, 257, 268, 271, 311, and 342, and reinvest savings to create new  
33           routes 203, 215, 220, 222, 223, 251, 256, and 270, and expand service on  
34           routes 111, 204, 224, 226, 240, 249, 250, 269, 930, and 931.

35           7. The service changes in this ordinance would modify the routing of  
36           routes 8, 111, 218, 224, 225, 226, 240, 245, 249, 250, 269, 630, 931, and  
37           RapidRide B Line.

38           8. Sound Transit initially opened eight light rail stations on the Link 2  
39           Line between Bellevue and Redmond in April 2024, with additional  
40           stations in downtown Redmond, Marymoor Village, Mercer Island, and  
41           Judkins Park in Seattle expected to open in 2025.

42           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

43           SECTION 1. The East Link Connections service changes for King County,  
44 substantially as described in Attachment A to this ordinance, are hereby approved. The  
45 Metro transit department may implement the changes beginning with the Fall 2025  
46 Service Change.

47           SECTION 2. A. To measure the success of the East Link Connections Mobility  
48 Project, the executive shall engage with Sound Transit, local jurisdictions, including the  
49 cities of Bellevue and Kirkland, and other stakeholder organizations to review the  
50 performance of the service changes approved to the transit network by this ordinance in  
51 terms of ridership trends.

52           B. The executive shall provide a summary of the review in a letter to the council,  
53 to be sent no later than the date of the Fall 2027 service change to the clerk of the council,  
54 who shall retain an electronic copy and provide an electronic copy to all councilmembers,

- 55 the council chair of staff, and the lead staff for the transportation, economy, and  
56 environment committee or its successor.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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Dow Constantine, County Executive

**Attachments:** A. East Link and Downtown Redmond Link Extension Public Transportation Service Changes for King County

**[Click here for 2025-0056 A](#)**

**February 4, 2025**

**East Link and Downtown Redmond Link Extension Public Transportation Service Changes for King County**





## King County

# Metropolitan King County Council Transportation, Economy, and Environment Committee

### REVISED STAFF REPORT

<b>Agenda Item:</b>	8	<b>Name:</b>	Mary Bourguignon
<b>Proposed No.:</b>	2025-0056	<b>Date:</b>	February 18, 2025

***Proposed Ordinance 2025-0056, which would approve a Metro service change that would create eight new bus routes, revise 14 routes, and replace 20 routes to coordinate with the full opening of Sound Transit's 2 Line (East Link) light rail, passed out of the Transportation Economy & Environment Committee on February 18, 2025, with a "Do Pass" recommendation. The ordinance was amended to ask the Executive to engage with partners to review how the transit network is performing in terms of ridership trends and to report to Council by the date of the Fall 2027 service change.***

### SUBJECT

Proposed Ordinance 2025-0056 would approve a Metro service restructure that would create eight new bus routes, revise 14 routes, and replace 20 routes to coordinate with the full opening of Sound Transit's 2 Line (East Link) light rail.

### SUMMARY

Sound Transit's 2 Line (East Link), which will provide light rail service between Downtown Seattle and Downtown Redmond, is expected to begin full service<sup>1</sup> in late 2025. The 17.4-mile light rail extension will include 12 stations in Seattle, Mercer Island, Bellevue, and Redmond when the line fully opens.

Proposed Ordinance 2025-0056 would approve changes to 44 Metro bus routes in Seattle and East King County, to coordinate with the light rail opening. The proposal would create eight new bus routes, revise 16 routes, and replace 20 routes.

The proposal would ultimately add 160,000 annual transit service hours. For 2025, the total would be 33,452 hours at a cost of \$7.8 million, which is estimated to be offset with \$695,000 in farebox revenue. The 2025 total is included in the 2025 adopted budget.

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<sup>1</sup> A portion of the 2 Line between Bellevue and the Microsoft campus in Redmond opened in April 2024. Service to the two easternmost stations on the line in Redmond is expected to begin in May 2025. Service to the remainder of the line, including on the I-90 floating bridge is expected in late 2025.

The transmitted legislative package includes a public engagement report; an equity impact review; and the federally required Title VI analysis, which states that the proposed service change would not result in a disproportionate burden on low-income populations or a disparate impact on minority populations.

The proposed restructure would be coordinated with the full opening of the 2 Line, anticipated in late 2025. The legislation allows Metro to implement service changes incrementally as needed. Amendment 1 would ask the Executive to engage with Sound Transit, Bellevue, Kirkland, and other stakeholders to review how the East Link Connections Mobility Project transit network is performing in terms of ridership trends and to report back by Fall 2027.

## **BACKGROUND**

**Metro services and service restructure procedures.** King County’s Metro Transit Department (Metro) is the largest provider of public transit in the Puget Sound region. Metro operates fixed-route services, including bus and water taxi; accessible services, including Access paratransit and Community Access Transportation (CAT); and a variety of flexible and shared services, including Dial-A-Ride Transit (DART), Vanpool, Community Van, Community Ride, and Metro Flex. In addition to its own services, Metro also operates Regional Express bus service and Link light rail under contract to Sound Transit,<sup>2</sup> and streetcar service under contract to the City of Seattle.<sup>3</sup> Metro currently provides approximately 300,000 average weekday boardings on these mobility services.<sup>4</sup>

Metro’s General Manager is authorized to make changes to Metro’s services without Council review either in the case of an emergency or for administrative-level changes that affect a route’s weekly service hours by 25% or less, move the location of a bus stop by ½ mile or less, or only change route numbers.

All other (non-emergency, non-administrative) changes are considered major service changes and require review and approval by the Council<sup>5</sup> following the procedures outlined in the adopted King County Metro Service Guidelines.<sup>6</sup> In recent years, Metro has typically implemented two service changes each year, in Spring and Fall.

The Service Guidelines describe **service restructures** as service changes that “make coordinated changes to multiple routes and services within a large area.” Restructures can be initiated for a variety of reasons, one of which is to “better integrate with the regional transit network, including light rail and bus rapid transit expansions.” Restructures may result in the modification, addition, or replacement of transit service.<sup>7</sup>

When Metro begins planning for a service restructure, the Service Guidelines state that it must “develop area-specific goals and strategies... with affected jurisdictions, partner

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<sup>2</sup> Ordinance 19513

<sup>3</sup> Ordinance 19035

<sup>4</sup> Metro Strategic Plan Dashboard ([link](#))

<sup>5</sup> KCC 28.94.020.B

<sup>6</sup> Ordinance 19367

<sup>7</sup> Ordinance 19367, Attachment B, Service Guidelines, p. 18.

agencies, and community stakeholders.” In addition, Metro must identify equity priority areas<sup>8</sup> within each restructure project area.<sup>9</sup> When Metro is considering a service restructure, the Service Guidelines instruct Metro to evaluate data including but not limited to:

- Current and expected future travel patterns
- Service in equity priority areas, compared to the rest of the restructure area
- Existing housing, jobs, and other generators of ridership and the location and density of permitted future development
- Passenger capacity of routes relative to projected ridership
- The cost of added service to meet projected ridership demand relative to cost savings from reductions of other services.<sup>10</sup>

As part of the community engagement process in developing a proposed service restructure, Metro is required<sup>11</sup> to provide a description of all transit services in the project area, both before and after the proposed restructure. This is intended to give jurisdictions, community members, riders, and other stakeholders a clear indication of the transit services that are currently available and that are proposed, whether those services are provided by Metro, Sound Transit, or another transit partner.

In some cases, a new service may fully or partially replace an existing Metro service and thereby potentially free up Metro service hours. In those cases, if Metro can meet the goals developed for the restructure and has service hours remaining, it may redeploy the remaining service hours from services replaced by other agencies, based on countywide needs using the service investment priorities in the Service Guidelines.<sup>12</sup>

**Metro Service Recovery Plan.** In response to the sudden drop in ridership at the start of the pandemic and to ensure safe operating conditions for its employees and riders, Metro began implementing emergency transit service reductions<sup>13</sup> in March 2020. These initial service reductions and suspensions,<sup>14</sup> as well as ongoing cycles of restoration and reduction, were part of the county’s pandemic response.<sup>15</sup>

In March 2023, as the emergency phase of the pandemic ended, but Metro was unable to return to pre-pandemic service levels due to ongoing staffing shortfalls and slow ridership recovery, the Council approved a Metro Service Recovery Plan,<sup>16</sup> which outlined a plan for Metro to restore County-funded transit service hours gradually over

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<sup>8</sup> The Service Guidelines (Ordinance 19367, Attachment B) define an equity priority area as an area with a high proportion of priority populations as defined in the Mobility Framework (Motion 15618), which includes measures of communities of color, low- or no income population, disabled population, foreign born population, and population with limited English proficiency.

<sup>9</sup> Ordinance 19367, Attachment B, Service Guidelines, p. 19.

<sup>10</sup> Ordinance 19367, Attachment B, Service Guidelines, p. 20.

<sup>11</sup> Ordinance 19367, Attachment B, Service Guidelines, p. 20.

<sup>12</sup> Ordinance 19367, Attachment B, Service Guidelines, p. 20.

<sup>13</sup> KCC 28.94.020.B.2.a.

<sup>14</sup> For the Service Recovery Plan (Ordinance 19581), a service reduction is defined as providing a lower level of service on a route and a service suspension as fully stopping all service on that route.

<sup>15</sup> The Executive issued a proclamation of emergency on March 1, 2020, in response to the COVID-19 pandemic. The Council affirmed the proclamation through Motion 15610. The Executive terminated the proclamation of emergency on February 6, 2023 ([link](#)).

<sup>16</sup> Ordinance 19581

several biennia through a series of geographically focused mobility projects<sup>17</sup> that would require Council approval. These mobility projects were expected to restructure service to meet current conditions rather than restore it to pre-pandemic patterns.

Proposed Ordinance 2025-0056 would implement the East Link Connections Mobility Project, one of the projects identified in the Metro Service Recovery Plan.<sup>18</sup>

**East Link Extension.** Sound Transit’s 2 Line (East Link Extension), which will provide light rail service between Downtown Seattle and Downtown Redmond via the I-90 floating bridge, is expected to fully open for service in late 2025 (as of this writing, the Sound Transit Board has not yet approved an opening date).<sup>19</sup>

- The East Link starter line, which opened in April 2024, included service to eight stations between South Bellevue Station and Redmond Technology Station in advance of the opening of the full East Link project.<sup>20</sup>
- The Downtown Redmond Link Extension, which will provide service to the two easternmost stations, near Marymoor Park and in Downtown Redmond, is expected to open in May 2025.
- The remainder of the line, including the final two stations and the light rail crossing of the I-90 floating bridge, is expected to open in late 2025.

The full 2 Line will be a 17.4-mile light rail extension that will provide service to 12 stations in Seattle, Mercer Island, Bellevue, and Redmond, as Table 1 shows:

**Table 1. East Link Extension (2 Line) Stations**

Station Name	City	Opening Date
Judkins Park	Seattle	May 2025
Mercer Island	Mercer Island	May 2025
South Bellevue	Bellevue	April 2024
East Main	Bellevue	April 2024
Bellevue Downtown	Bellevue	April 2024
Wilburton	Bellevue	April 2024
Spring District	Bellevue	April 2024
BelRed	Bellevue	April 2024
Overlake Village	Redmond	April 2024

<sup>17</sup> The mobility projects identified in the Metro Service Recovery Plan (Ordinance 19581) were: East Link, Lynnwood Link (Ordinance 19751), South Link, Stride, Madison (G Line) (Ordinance 19750), Central Seattle, Queen Anne/Magnolia, North Seattle, West Seattle/Vashon Island, and other.

<sup>18</sup> The Service Recovery Plan (Ordinance 19581) indicated that the following routes would be included in the East Link restructure: 111, 114, 167, 200, 204, 208, 212, 214, 216, 218, 219, 221, 226, 232, 237, 240, 241, 245, 246, 249, 250, 252, 257, 268, 269, 271, 311, 342, 630, 931. Proposed Ordinance 2025-0056 includes all of these routes, as well as additional routes in the project area.

<sup>19</sup> Although Metro operates Link light rail and ST Express bus service under contract to Sound Transit (Ordinance 19513), Sound Transit is solely responsible for constructing ST transit infrastructure, and for all policy decisions related to light rail and ST Express bus service, including service levels, schedules, and fare enforcement.

<sup>20</sup> East Link Starter Line ([link](#))

Station Name	City	Opening Date
Redmond Technology	Redmond	April 2024
Marymoor Village	Redmond	Late 2025
Downtown Redmond	Redmond	Late 2025

Sound Transit's adopted 2025 Service Plan<sup>21</sup> discusses the planned opening of the Downtown Redmond Link Extension in May 2025, but notes that the full 2 Line is to be included in a future service plan. The 2025 Service Plan indicates that the 2 Line from Downtown Redmond Station to South Bellevue Station is expected to operate every 10 minutes weekdays, Saturdays, and Sundays, for approximately 16 hours per day. This Service Plan may be updated when the Sound Transit Board adopts an opening date for the full 2 Line.

**East Link Connections.** In preparation for the 2 Line light rail extension, Metro began planning in 2021 for a restructure of its services in the area, which it named the East Link Connections Mobility Project. Metro coordinated planning and community engagement with Sound Transit and focused on approximately 40 Metro routes in Bellevue, Bothell, Clyde Hill, Duvall, Issaquah, Kenmore, Kirkland, Lake Forest Park, Medina, Mercer Island, Newcastle, Redmond, Renton, Sammamish, Seattle, Shoreline, Woodinville, and Yarrow Point.

Following the requirements in the Service Guidelines to develop area-specific goals for a restructure, Metro identified three goals<sup>22</sup> for East Link Connections:

1. Improve mobility for priority populations.<sup>23</sup>
2. Equitably inform, engage, and empower current and potential customers.
3. Deliver integrated service that responds to Link expansion, minimizes duplication of bus service with Link, improves connections to Link, and is consistent with Metro Connects and current and future mobility needs.

Metro conducted a three-phase engagement process between 2021 and 2022,<sup>24</sup> then returned to conduct a final network review in early 2024:

- **Phase 1** was conducted between March and May 2021. It included interviewing community stakeholders on mobility needs and barriers, reviewing recent engagement in the project area, conducting baseline equity analysis and analysis of existing service needs and barriers, convening a Mobility Board and Partner Review Board, and holding briefings for local jurisdictions.

Phase 1 included engagement with 22 community-based organizations, cities, and employers, as well as a survey that was available in nine languages and

<sup>21</sup> Sound Transit Resolution R2024-21 ([link](#))

<sup>22</sup> East Link Connections Mobility Project web site ([link](#))

<sup>23</sup> Priority populations are defined as people who have low or no income; are Black, Indigenous, or other people of color; are immigrants or refugees; have disabilities; or are linguistically diverse (Ordinance 19367, Attachment A, p. 2).

<sup>24</sup> The 2 Line had originally been planned to open in Spring 2023 but was delayed due to challenges with the I-90 bridge crossing. As a result, Metro paused its engagement efforts after Phase 3 and then returned for a final review of its proposed network in early 2024.

received 1,323 responses. Key findings from Phase 1 indicated that travel time, frequency, and difficulty of transfers were the top three barriers to taking transit; there was increased demand for all-day, all-week travel and decreased demand for peak-hour commute travel; and frequent bus service was important to make transfers to Link easier to use.

- **Phase 2** was conducted between September and October 2021. During this phase, Metro shared a draft service network proposal through 131,430 mailed informational pieces, virtual briefing sessions with 350 participants, partnerships with four community-based organizations, 60 bus stop signs, and a survey in eight languages that had 1,832 respondents. This phase informed a revised network proposal that was presented during Phase 3.
- **Phase 3** was conducted between February and March 2022. During this phase, Metro presented proposed service changes to the community. This phase included a final online survey, as well as review by the Mobility Board, Partner Review Board, and community-based organizations.
- **Final Network Review** was conducted between January and March 2024. During this process, Metro met with project partners to review the proposed service network and ensure it would still meet community needs given the delay in East Link service. The Mobility Board and Partner Review Board also met to address any changes in mobility needs that had emerged since Phase 3 was completed.

Following the early 2024 final network review, Metro developed a final proposal, which the Executive transmitted to Council on February 4, 2025.

Proposed Ordinance 2025-0056 would approve the Executive's proposal to implement the East Link Connections Mobility Project. Specifically, it would approve a plan to create eight new bus routes, revise 14 routes, and replace 20 routes in Beaux Arts, Bellevue, Bothell, Clyde Hill, Duvall, Issaquah, Kenmore, Kirkland, Lake Forest Park, Medina, Mercer Island, Newcastle, North Bend, Redmond, Renton, Sammamish, Shoreline, Seattle, Snoqualmie, Woodinville, and Yarrow Point, to be coordinated with the full opening of the 2 Line.

The proposal would:

- Create eight new bus routes (Routes 203, 215, 220, 222, 223, 251, 256, and 270),
- Expand service levels on 10 bus routes (Routes 111, 204, 224, 226, 240, 249, 250, 269, 930, and 931),
- Revise 14 bus routes (Routes 8, 111, 218, 224, 225, 226, 240, 245, 249, 250, 269, 630, 931, and RapidRide B Line), and
- Replace 20 routes (Routes 114, 167, 200, 208, 212, 214, 216, 217, 219, 221, 232, 237, 241, 246, 252, 257, 268, 271, 311, and 342).

Proposed Ordinance 2025-0056 provides flexibility for Metro to implement bus service changes timed to coordinate with Sound Transit's opening of the full 2 Line and to implement service increases incrementally over time to match operational capacity.

The route changes that would be approved by the proposed legislation are described below. See Attachment A to Proposed Ordinance 2025-0056 for more detail on each route's service proposal and for route maps.

- **Route 8: routing revision, service frequency maintained**

Route 8, which currently serves Seattle Center, Capitol Hill, the Central District, and Mount Baker neighborhoods in Seattle, would be rerouted to connect with Judkins Park Station via 23<sup>rd</sup> Avenue South. Service frequency would be maintained<sup>25</sup> at 10-15 minutes during peak hours, 15 minutes midday and evenings on weekdays, as well as daytimes on Saturday, 20 minutes on Sunday daytimes, and 30 minutes on weekend nights. The span of operating hours would be maintained, with operations from 5:30 am to 12:30 am seven days a week.<sup>26</sup> This is an administrative change.

- **Route 111: routing revision, service frequency increased**

Route 111, which currently travels from Lake Kathleen through the Renton Highlands, Newport Hills, and then across I-90 to Downtown Seattle, would be truncated to terminate at South Bellevue Station. With the shorter route, service would be increased<sup>27</sup> from a peak-only route to an all-day route, with 15 minutes during weekday peak hours, and 30 minutes at all other times. The span of operating hours would be from 5:15 am to 9:00 pm on weekdays, 7:00 am to 8:00 pm on Saturdays, and 8:00 am to 7:00 pm on Sundays.

- **Route 114: route deleted and replaced with Route 240, Link**

Route 114, which had served Maplewood, Newcastle, the Renton Highlands, and Downtown Seattle, has been fully suspended since September 2023.<sup>28</sup> The route would be permanently deleted as part of the proposed service change and replaced by Route 240, which would be revised to serve the South Bellevue and Bellevue Downtown Stations.

- **Route 167: route deleted and replaced with Routes 111, 240, 270, Link**

Route 167, which had served Renton, Boeing, Newport Hills, Evergreen Point, and the University District, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Routes 111, 240, and 270 to provide connections to light rail.

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<sup>25</sup> Weekday rides on Route 8 in Fall 2023 were approximately 6,168. Source: 2024 System Evaluation Report (Motion 16733)

<sup>26</sup> This span of service would be a slight increase on Sundays, when service currently begins at 6:00 am.

<sup>27</sup> Weekdays rides on Route 111 in Fall 2023 were approximately 277. Source: 2024 System Evaluation Report (Motion 16733)

<sup>28</sup> At the Council's request (Ordinance 19582), Metro made an emergency service change in September 2023 to match service with operational capacity. The September 2023 service change reduced service by 150,000 service hours (approximately 3.8% of existing service levels) by fully suspending 20 routes and reducing service levels on 12 routes.

- **Route 200: route deleted and replaced with Routes 203, proposed ST 554**  
Route 200, which had traveled throughout Issaquah and served the Issaquah Transit Center, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Route 203 and the proposed Sound Transit Route 554.
- **Route 203: new service**  
The new Route 203 would serve Issaquah Highlands, north Issaquah, Issaquah Transit Center, Newport Way, Factoria, and South Bellevue Station. Service is proposed to be every 30 minutes, seven days a week (up to 60 minutes late night). The new route would operate from 5:00 am to 11:45 pm on weekdays and 7:45 am to 8:15 pm on weekends.
- **Route 204: service increased**  
Route 204, which is a DART<sup>29</sup> route on Mercer Island that would serve the new Mercer Island Station, would have service levels increased to add Sunday service.<sup>30</sup> Service would be every 30 minutes during weekday peak hours, and 60 minutes at all other times. The span of operating hours would be from 6:00 am to 7:00 pm on weekdays and 9:00 am to 6:00 pm on weekends. Sunday service is not currently offered on this route but would be added with the proposed service change. This is an administrative change.
- **Route 208: route deleted and replaced with Route 215**  
Route 208, which serves North Bend, Snoqualmie, and Issaquah, would be deleted as part of the proposed service change and replaced by service on new Route 215.
- **Route 212: route deleted and replaced with Routes 215, 218, 226, 229, Link**  
Route 212, which travels from the Eastgate Park & Ride through Mercer Island to Downtown Seattle, would be deleted as part of the proposed service change and replaced by service on Routes 215, 218, 226, 229, and light rail.
- **Route 214: route deleted and replaced with Routes 203, ST Route 554, Link**  
Route 214, which had served Issaquah, Eastgate, and Downtown Seattle, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Routes 203, the proposed Sound Transit Route 554, and light rail.
- **Route 215: new service**  
The new Route 215 would serve North Bend, Snoqualmie, Issaquah Highlands, Eastgate, and Mercer Island Station. Service is proposed to be every 30 minutes, seven days a week (up to 60 minutes late night). Route 215 would operate every 30 minutes between Issaquah and Mercer Island and every 90 minutes between North Bend and Mercer Island seven days a week. The span of operating hours

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<sup>29</sup> DART = Dial-A-Ride-Transit. DART routes offer fixed-route service with limited options for variable routing.

<sup>30</sup> Weekdays rides on Route 204 in Fall 2023 were approximately 49. Source: 2024 System Evaluation (Motion 16733)



would be from 5:30 am to 7:45 pm on weekdays and 8:00 am to 7:30 pm on weekends.

- **Route 216: route deleted and replaced with Routes 215, 269, Link**  
Route 216, which had served Bear Creek Park & Ride in Redmond, Sammamish, Issaquah, Mercer Island, and Downtown Seattle, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Routes 215, 269, and light rail.
- **Route 217: route deleted and replaced with Route 203, Link**  
Route 217, which had served North Issaquah, the Eastgate Park & Ride, Factoria, Mercer Island, and Downtown Seattle, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by new Route 203 and light rail.
- **Route 218: routing revision, service frequency increased**  
Route 218, a weekday, peak-only route, which currently travels from Issaquah Highlands to Eastgate and then across I-90 to Downtown Seattle would be truncated to terminate at Mercer Island Station. With the shorter route, service would be increased<sup>31</sup> to every 30 minutes. It would continue to operate on weekdays only during peak hours in the peak direction. The span of operating hours would be increased from 5:30 am to 9:00 am and 4:15 pm to 7:15 pm.
- **Route 219: route deleted and replaced with Routes 215, 269, Link**  
Route 219, which had traveled from Southeast Redmond to Sammamish, Issaquah, Mercer Island, and Downtown Seattle, has been fully suspended since the start of the pandemic. The route would be permanently deleted as part of the proposed service change and replaced by new Route 203 and light rail.
- **Route 220: new service**  
The new Route 220 would serve Eastgate, Lake Hills, and Downtown Bellevue. Service is proposed to be every 15 minutes during weekdays, 30 minutes weekday nights, 30-60 minutes weekends, and 60 minutes weekend nights. The span of operating hours would be from 5:30 am to 12:00 am on weekdays and 7:00 am to 12:00 am on weekends.
- **Route 221: route deleted and replaced with Routes 222, 223, 226**  
Route 221, which serves Redmond's Education Hill, Redmond Transit Center, Overlake, Crossroads, Bellevue College, and Eastgate Park & Ride, would be deleted as part of the proposed service change and replaced by service on Routes 222, 223, and 226.
- **Route 222: new service**  
The new Route 222 would serve Cottage Lake, Avondale, Education Hill, downtown Redmond, Marymoor Park, Idylwood, and Overlake, with service to the Downtown Redmond Station, Overlake Village Station, and Redmond

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<sup>31</sup> Weekdays rides on Route 218 in Fall 2023 were approximately 302. Source: 2024 System Evaluation (Motion 16733)

Technology Station. Service is proposed to be every 30 minutes during weekdays, 60 minutes weekday nights, and 60 minutes weekends. The span of operating hours would be from 5:30 am to 12:00 am on weekdays and 7:30 am to 10:00 pm on weekends.

- **Route 223: new service**

The new Route 223 would serve downtown Redmond, Overlake, Lake Hills, and Eastgate, with service to the Downtown Redmond Station and Overlake Village Station. Service is proposed to be every 20 minutes during weekdays, 30 minutes on weekday nights, and 30-60 minutes on weekends. The span of operating hours would be from 5:00 am to 12:00 am on weekdays and 6:00 am to 11:30 pm on weekends.

- **Route 224: routing revision, service frequency increased**

Route 224, a weekday-only DART route, which currently travels from Downtown Redmond to Duvall, would be revised to serve the Downtown Redmond Station and provide new service to SE Redmond. Service would be increased<sup>32</sup> to every 60 minutes. It would continue to operate on weekdays only. The span of operating hours would be increased from 5:15 am to 8:15 pm.

- **Route 225: routing revision, service frequency increased**

Route 225, which currently travels from Kenmore, to Kingsgate, Totem Lake, and Redmond, would be revised to serve the Overlake Village Station and Overlake P&R rather than the Redmond Technology Station. Service would be increased<sup>33</sup> to every 30 minutes on weekdays and 60 minutes nighttime and weekends. The span of operating hours would be increased from 5:15 am to 9:45 pm on weekdays and 7:15 am to 10:00 pm on weekends.

- **Route 226: routing revision, service frequency increased**

Route 226, which currently travels from Bellevue, to Overlake, Crossroads, Lake Hills, Bellevue College, and Eastgate P&R, would be revised to serve Crossroads and Lake Hills via NE 24<sup>th</sup> Street and 164<sup>th</sup> Avenue NE and extended to serve South Bellevue Station. Service would be increased<sup>34</sup> to every 20 minutes during weekday peak hours, 30 minutes midday, 30-60 minutes nighttime, 30-60 minutes on weekend days, and 60 minutes on weekend nights. The span of operating hours would be increased from 4:45 am to 12:00 am on weekdays and 5:45 am to 11:45 pm on weekends.

- **Route 232: route deleted and replaced with Routes 222, 931, Link**

Route 232, which had traveled from Bellevue to Duvall via Overlake, downtown Redmond, and Avondale, has been fully suspended since September 2023. The

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<sup>32</sup> Weekdays rides on Route 224 in Fall 2023 were approximately 67. Source: 2024 System Evaluation (Motion 16733)

<sup>33</sup> Weekdays rides on Route 225 in Fall 2023 were approximately 526. Source: 2024 System Evaluation (Motion 16733)

<sup>34</sup> Weekdays rides on Route 226 in Fall 2023 were approximately 1,172. Source: 2024 System Evaluation (Motion 16733)

route would be permanently deleted as part of the proposed service change and replaced by Routes 222, 931, and light rail.

- **Route 237: route deleted and replaced with Route 256**

Route 237, which had traveled from Bellevue to Woodinville via Kirkland (Brickyard, Totem Lake, and Houghton), has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Route 256.

- **Route 240: routing revision, service frequency increased**

Route 240, which currently travels from Renton to Bellevue via Eastgate P&R, would be revised to serve South Bellevue Station. Service would be increased<sup>35</sup> to every 15 minutes on weekdays, 30 minutes nighttime and weekend days, and 60 minutes on weekend nights. The span of operating hours would be increased from 5:00 am to 11:15 pm on weekdays and 7:00 am to 12:00 am on weekends.

- **Route 241: route deleted and replaced with Routes 203, 240**

Route 241, which currently travels from Eastgate P&R to Downtown Bellevue via Factoria, would be deleted as part of the proposed service change and replaced by Routes 203 and 240.

- **Route 245: routing revision, service frequency increased**

Route 245, which currently travels from Kirkland Transit Center to Factoria via Redmond Technology Station and Eastgate P&R, would be revised to terminate at Eastgate. Service would be increased<sup>36</sup> to every 15 minutes on weekdays, 30-60 minutes nighttime, 30 minutes on weekend days, and 30-60 minutes on weekend nights. The span of operating hours would be increased, from 5:00 am to 11:30 pm on weekdays and 7:00 am to 10:45 pm on weekends.

- **Route 246: route deleted and replaced with Routes 203, 220, 249, 270**

Route 246, which currently travels from Clyde Hill to Eastgate P&R via Downtown Bellevue and Eastgate P&R, would be deleted as part of the proposed service change and replaced by Routes 203, 220, 249, and 270.

- **Route 249: routing revision, convert to DART, service frequency increased**

Route 249, which currently serves Overlake, South Kirkland, and Bellevue, would be revised to serve the Spring District, Medina, and Clyde Hill. The route would be converted into a DART route to provide a DART deviation area to serve Beaux Arts. Service would be increased<sup>37</sup> to every 30 minutes on weekdays, 60 minutes nighttime, 45 minutes on weekend days, and 60 minutes on weekend nights. The span of operating hours would be increased, from 5:30 am to 10:15 pm on weekdays and 5:45 am to 10:00 pm on weekends.

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<sup>35</sup> Weekdays rides on Route 240 in Fall 2023 were approximately 1,873. Source: 2024 System Evaluation (Motion 16733)

<sup>36</sup> Weekdays rides on Route 245 in Fall 2023 were approximately 2,911. Source: 2024 System Evaluation (Motion 16733)

<sup>37</sup> Weekdays rides on Route 249 in Fall 2023 were approximately 611. Source: 2024 System Evaluation (Motion 16733)

- **Route 250: routing revision, service frequency increased**

Route 250, which currently travels from Avondale to Downtown Bellevue via Bear Creek P&R, Redmond Transit Center, Kirkland Transit Center, and South Kirkland P&R, would be revised to serve Downtown Redmond Station. Service would be increased<sup>38</sup> because all trips would serve both Avondale and Bear Creek. Service would be offered every 15 minutes on weekdays, 30 minutes nighttime and weekends. The span of operating hours would remain 5:00 am to 11:30 pm on weekdays and 6:15 am to 11:15 pm on weekends.

- **Route 251: new service**

The new Route 251 would serve Woodinville, Education Hill, downtown Redmond, and SE Redmond, with service to the Downtown Redmond Station and Marymoor Village Station. Service is proposed to be every 30 minutes during weekday peak hours, and 60 minutes at all other times. The span of operating hours would be from 6:00 am to 8:45 pm on weekdays and 7:00 am to 9:00 pm on weekends.

- **Route 252: route deleted and replaced with Route 256**

Route 252, which had traveled from Woodinville to Downtown Seattle via the SR-520 floating bridge, has been fully suspended since the start of the pandemic. The route would be permanently deleted as part of the proposed service change and replaced by Route 256.

- **Route 256: new service**

The new Route 256 would serve Woodinville, Brickyard P&R, Totem Lake, Kingsgate P&R, Yarrow Point Freeway Station, Evergreen Point P&R, South Lake Union, and Downtown Seattle. The route's span in East King County would be north of and not connected to the 2 Line light rail. The route would be a weekday-only, peak-only route that would travel in the peak travel direction. Service is proposed to be every 30 minutes. The span of operating hours would be from 5:15 am to 9:00 am and 3:15 pm to 6:45 pm.

- **Route 257: route deleted and replaced with Route 256**

Route 257, which travels from Kingsgate to Downtown Seattle via the SR-520 floating bridge, would be permanently deleted as part of the proposed service change and replaced by Route 256.

- **Route 268: route deleted and replaced with Routes 269, ST 542, Link**

Route 268, which had traveled from Bear Creek P&R to Downtown Seattle via the SR-520 floating bridge, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Routes 269, Sound Transit Route 542, and light rail.

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<sup>38</sup> Weekdays rides on Route 250 in Fall 2023 were approximately 2,197. Source: 2024 System Evaluation (Motion 16733)

- Route 269: routing revision, service frequency increased**  
 Route 269, which currently travels from the Issaquah Transit Center through Sammamish to Bear Creek P&R, would be revised to serve Mercer Island Station and Marymoor Village Station, allowing connections to the 2 Line from the southern and northern ends of the route. The portion of the route that had continued on to Overlake would be truncated. Service would be increased<sup>39</sup> to every 15 minutes during weekday peak hours, and 30 minutes at all other times. The span of operating hours would be 6:00 am to 7:45 pm on weekdays and 8:30 am to 6:45 pm on weekends.
- Route 270: new service**  
 The new Route 270 would serve Downtown Bellevue, Northwest Bellevue, and the University District, traveling via the SR-520 floating bridge, and connecting to the 2 Line at Bellevue Downtown Station and to the 1 Line at the UW Station. Service is proposed to be every 15 minutes weekdays, 30 minutes weekday nights, 30-60 minutes weekend days, and 60 minutes weekend nights. The span of operating hours would be from 5:30 am to 9:30 pm weekdays and 7:00 am to 10:00 pm weekends.
- Route 271: route deleted, replaced with Routes 203, 220, 249, 270, ST 554**  
 Route 271, which travels from Issaquah to the University District via the Issaquah Transit Center, Bellevue Transit Center, and the SR-520 floating bridge, would be permanently deleted as part of the proposed service change and replaced by Routes 203, 220, 249, 256, 270, and the proposed Sound Transit Route 554.
- Route 311: route deleted and replaced with Route 256**  
 Route 311, which travels from Woodinville to Downtown Seattle via Totem Lake and the SR-520 floating bridge, would be permanently deleted as part of the proposed service change and replaced by Route 256.
- Route 342: route deleted, replaced with Routes 111, 240, 331, ST 522, 566**  
 Route 342, which had traveled from the Shoreline P&R to the Renton Transit Center via Aurora Village Transit Center, Kenmore, Brickyard P&R, Kirkland, Bellevue, and Newcastle, has been fully suspended since September 2023. The route would be permanently deleted as part of the proposed service change and replaced by Routes 111, 240, 331, and Sound Transit Routes 522 and 566.
- Route 630: routing revision, service frequency increased**  
 Route 630, a peak-only DART route that currently travels from the Mercer Island to Downtown Seattle via First Hill, would be revised to serve First Hill more directly. The route would serve the Mercer Island Station and Judkins Park Station. Service would be increased<sup>40</sup> to every 30 minutes during weekday peak hours. The span of operating hours would be 6:00 am to 8:00 am and 4:00 pm to 6:00 pm on weekdays.

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<sup>39</sup> Weekdays rides on Route 269 in Fall 2023 were approximately 801. Source: 2024 System Evaluation (Motion 16733)

<sup>40</sup> Weekdays rides on Route 630 in Fall 2023 were approximately 13. Source: 2024 System Evaluation (Motion 16733)

- **RapidRide B Line (aka Route 672): routing revision**

The RapidRide B Line (also known as Route 672), which currently travels from the Redmond Transit Center to the Bellevue Transit Center via Overlake and Crossroads, would be revised to extend service to Downtown Redmond Station and remove service from Overlake Village Station to provide a more direct route. In this proposed routing, the B Line would serve the Downtown Redmond Station, Redmond Technology Station, Wilburton Station, and Bellevue Downtown Station. Service would be maintained<sup>41</sup> at every 10 minutes during weekday peak hours, 15 minutes during weekday and weekend days, and 15-30 minutes at night. The span of operating hours would be 4:15 am to 11:45 pm on weekdays and 5:45 am to 11:45 pm on weekends. This is an administrative change.

- **Route 930: service levels increased**

Route 930, a DART route that serves the Kingsgate P&R, Totem Lake Transit Center, Willows Road, Redmond Transit Center, and Redmond Town Center, would maintain its same routing but receive weekend in addition to weekday service. Service would be increased<sup>42</sup> to every 30 minutes during weekdays, and 60 minutes during nighttime and weekends. The span of operating hours would be 6:00 am to 9:45 pm on weekdays and 6:00 am to 7:00 pm on weekends.

- **Route 931: routing revision**

Route 931, a weekday, peak-only DART route that currently travels from the Bothell to the Redmond Transit Center via Cottage Lake and Woodinville, would be revised to travel from Bothell to Duvall via Woodinville and Cottage Lake. Service would be maintained at every 30 minutes during weekday peak hours. The span of operating hours would be maintained at 6:00 am to 9:00 am and 3:00 pm to 6:00 pm on weekdays.

In addition to these fixed-route bus service changes, Metro also plans to add Metro Flex<sup>43</sup> service in the Crossroads and Overlake neighborhoods, providing a connection to Link light rail at Overlake Village Station. This Metro Flex service is still being planned and would be implemented administratively as a pilot project.

## **ANALYSIS**

Proposed Ordinance 2025-0056 would approve a Metro service restructure that would create eight new bus routes, revise 14 routes, and replace 20 routes to coordinate with the full opening of Sound Transit's 2 Line (East Link) light rail.

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<sup>41</sup> Weekdays rides on The B Line (Route 672) in Fall 2023 were approximately 4,564. Source: 2024 System Evaluation (Motion 16733)

<sup>42</sup> Weekdays rides on Route 930 in Fall 2023 were approximately 22. Source: 2024 System Evaluation (Motion 16733)

<sup>43</sup> Metro Flex is an app-based on-demand neighborhood transit service that costs the same as bus fare to ride. Metro Flex currently operates in Delridge/South Park, Issaquah/Sammamish, Juanita, Kent, Northshore, Othello, Rainier Beach/Skyway, Renton Highlands, and Tukwila ([link](#)).

Restructuring Metro bus service to coordinate with expanding Link light rail service is consistent with Metro's adopted Service Guidelines,<sup>44</sup> as well as with past Council actions to restructure bus service to accommodate the original opening of Link light rail and the extension of light rail to SeaTac/Airport Station,<sup>45</sup> as well as the extension of Link light rail to the University of Washington,<sup>46</sup> Northgate,<sup>47</sup> and Lynnwood.<sup>48</sup>

**Fiscal impact.** The proposal would ultimately add 160,000 annual County-funded service hours. As the fiscal note submitted with the proposed legislation indicates, for the remainder of 2025, the total would be 33,452 additional service hours at a cost of \$7.8 million, which is estimated to be offset with \$695,000 in additional farebox revenue. The 2025 total is assumed within the adopted 2025 budget. (See Attachment 4 to this staff report.)

For 2026, the fiscal note estimates a total of 121,900 service hours, increasing to 152,079 for 2027. For the 2026-2027 biennium, the estimated cost for this service would be \$67.4 million, to be offset by an anticipated \$5.7 million in additional farebox revenue.

**Equity Impact Review.** The legislative packet includes an Equity Impact Review that outlines the approach Metro took to the proposed service restructure. (See Attachment 5 to this staff report.)

The Equity Impact Review states that the proposed service change would provide an additional 2,770 weekday trips, 242 Saturday trips, and 351 Sunday trips across all routes, and that the proposed transit network would better match service levels with customer demand, by more evenly distributing transit trips across midday, night, and weekend service, aligning with the priority to provide more service throughout the day.

The Equity Impact Review then identifies equity priority areas within the project area. Equity priority areas are Census block groups that have the highest proportion of priority populations<sup>49</sup> relative to King County as a whole.

Using these equity priority areas, the Equity Impact Review calculates access to transit, concluding that, with the addition of the full 2 Line and the proposed network of bus service in the area, more than 24,000 people living within equity priority areas would gain access<sup>50</sup> to frequent transit<sup>51</sup> following the proposed restructure, a 14% increase from the current situation. Specifically, a total of 254 block groups within the study area

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<sup>44</sup> Ordinance 19367, Attachment B

<sup>45</sup> Ordinance 16520

<sup>46</sup> Ordinance 18133

<sup>47</sup> Ordinance 19012

<sup>48</sup> Ordinance 19751

<sup>49</sup> Metro's Mobility Framework (Motion 15618) defines priority populations as communities of color, low- or no-income population, disabled population, foreign born population, and population with limited English proficiency.

<sup>50</sup> Access is defined as people within a quarter mile walk distance of a bus stop or half mile of a light rail stop.

<sup>51</sup> Frequent all-day service is available 16 to 24 hours a day, 7 days a week, and is designed to meet a variety of travel needs and trip purposes throughout the day with frequency of every 15 minutes or better on weekdays and 30 minutes on weekends. (Ordinance 19367, Attachment C)

(20%) would gain trips for weekday service, with approximately 37% of these block groups classified as equity priority areas.

The Equity Impact Review concludes by noting that many community assets are located within a quarter mile of a bus stop or a half mile of a light rail station, including 22 grocery stores, 18 childcare centers, three libraries, and several community centers, all of which are frequent transit destinations for priority populations.

**Title VI analysis.** The required Title VI analysis<sup>52</sup> for the East Link Connections Mobility Project was completed and included as part of the legislative package. (See Attachment 7 to this staff report.) It notes that the proposed service change would affect 237 census tracts with a total population of approximately 1,077,675 residents, of which 53 tracts are minority and low-income, 66 tracts are minority only, 22 tracts are low-income only, and 96 tracts are neither minority nor low-income. It notes that nine tracts would experience a reduction in trips greater than 25%. Of those, three are low-income and/or minority tracts.

The Title VI analysis concludes that there would not be a disproportionate burden<sup>53</sup> on low-income populations and there would not be a disparate impact<sup>54</sup> on minority populations.

**Public Engagement Report.** The legislative package includes a Public Engagement Report. (See Attachment 6 to this staff report.) The Public Engagement Report describes Metro's three-phase engagement process, as well as the additional engagement undertaken in early 2024, summarizing engagement goals, outreach and engagement methods, community-based organization partnerships, and feedback findings.

The Public Engagement Report describes the Mobility Board, made up of area residents, that Metro recruited to shape the proposal through the multiple phases of engagement, as well as the Partner Review Board of jurisdictions, community-based organizations, major institutions, and employers, which Metro convened to ensure consistency with regional plans and organizational transportation needs.

The legislative packet also includes letters of support for the proposed restructure from the project's Mobility Board, Buses for Cottage Lake, Cottage Lake Veterinary Hospital,

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<sup>52</sup> Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin, including people with limited English proficiency. The Federal Transit Administration (FTA) requires all transit agencies that receive federal funding to report every three years on how they have complied with Title VI. In addition, transit agencies must prepare a Title VI equity analysis for any major service change and for all fare changes.

<sup>53</sup> A disproportionate burden is found if Title VI-protected populations based on household income are more burdened by a service change than non-protected populations. Metro's threshold for determining disproportionate burden is when the percentage of routes or tracts adversely affected by a major service change and classified as low-income is 10 or more percentage points higher than the percentage of routes or tracts classified as low-income in the system as a whole.

<sup>54</sup> A disparate impact is found if Title VI-protected populations based on race/ethnicity are more impacted by the service change than non-protected populations. Metro's threshold for determining disparate impacts is when the percentage of routes or tracts adversely affected by a major service change and classified as minority is 10 or more percentage points higher than the percentage of routes or tracts classified as minority in the system as a whole.



Northshore School District, Together Center, Eco Infinity Nation, Eighteen Seeds, Move Redmond, and the Seattle Department of Transportation.<sup>55</sup>

**Timing of implementation.** The ordinance, as transmitted, would allow Metro to implement the service restructure beginning with the Fall 2025 service change, though actual changes to routes would be timed to coordinate with the full opening of the 2 Line, once that date has been set by Sound Transit. The ordinance notes that service may be added incrementally over time.

**Timing of Council consideration.** Metro has indicated that Council action on the proposed service change is needed by early April, so that Metro can complete the scheduling and staffing changes needed to implement the new service to correspond with the full opening of the 2 Line.

To accommodate that timeline, the TrEE Committee anticipates briefing and discussion of the proposal on February 18, 2025, with further discussion on March 18, 2025, if needed. If the TrEE Committee takes action on March 18, 2025, the proposed legislation could be expedited to Council for discussion and possible action on March 25, 2025, with the possibility of further discussion and action on April 1, 2025, if needed.

## **AMENDMENT**

Amendment 1 would ask the Executive to engage with Sound Transit, Bellevue, Kirkland, and other stakeholders to review how the East Link Connections Mobility Project transit network is performing in terms of ridership trends and to report through a letter to the Council by the date of the Fall 2027 service change.

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<sup>55</sup> The letters of support can be found in the Council's legislative records system ([link](#)).



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Motion

**Proposed No.** 2024-0362.1

**Sponsors** Mosqueda

1                   A MOTION confirming the executive's appointment of  
2                   Richard Bard, who resides in council district eight, to the  
3                   King County Vashon-Maury Island groundwater protection  
4                   committee, representing Vashon-Maury Island residents.

5                   BE IT MOVED by the Council of King County:

6                   The county executive's appointment of Richard Bard, who resides in council  
7                   district eight, to the King County Vashon-Maury Island groundwater protection

8

9 committee, representing Vashon-Maury Island residents, for a partial term to expire on

10 July 1, 2025, is hereby confirmed.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None



## King County

# Metropolitan King County Council Local Services and Land Use Committee

## STAFF REPORT

<b>Agenda Items:</b>	5 and 6	<b>Name:</b>	Olivia Brey
<b>Proposed No.:</b>	2024-0362 2024-0363	<b>Date:</b>	February 19, 2025

## SUBJECT

Proposed Motion 2024-0362 would confirm the Executive's appointment of Richard Bard, who resides in Council District Eight, to the King County Vashon-Maury Island Groundwater Protection Committee, representing Vashon-Maury Island residents, for a term to expire on July 1, 2025.

Proposed Motion 2024-0363 would confirm the Executive's appointment of Donna Klemka, who resides in Council District Eight, to the King County Vashon-Maury Island Groundwater Protection Committee, representing residential exempt well owners for a term to expire on July 1, 2026.

## BACKGROUND

The King County Vashon-Maury Island Groundwater Protection Committee was established in 2001<sup>1</sup> for the purpose of providing oversight, coordination, and technical advice regarding the implementation of the area's groundwater management plan.

King County Code (K.C.C.) 9.14.070 calls for a committee membership representing Vashon-Maury Island residents, Group A water systems, septic system owners, residential exempt well owners, Vashon-Maury Island business entities, the farming community, and a local nonprofit organization.<sup>2</sup> The Puyallup Tribe is also invited to recommend a candidate for the committee.

K.C.C. 9.14.100 defines the following responsibilities for groundwater protection committees:

- advise the King County Executive and Council on the groundwater protection program;
- advise elected officials from the county, municipalities, special purpose districts, water and sewer utilities and associations and water purveyors on implementation of the groundwater management plan;

<sup>1</sup> [Ordinance 14214](#)

<sup>2</sup> [Ordinance 19578](#) revised the membership composition and extended the committee through December 31, 2027

- perform tasks as assigned to the committee pursuant to the certified groundwater management plan;
- make recommendations on the annual and three-year work plan;
- participate in and monitor implementation of groundwater management plans;
- recommend modifications and updates to groundwater management plans;
- coordinate community groundwater protection activities in conjunction with all of the regional entities involved in groundwater protection, especially public education, involvement and stewardship activities;
- recommend groundwater protection policies and services tailored to the unique needs of the Vashon-Maury Island groundwater management area;
- provide an annual status report; and
- provide advice on state groundwater regulation.

### **APPOINTEE INFORMATION**

Richard Bard resides in Council District 8 and is a self-employed boat captain and author. Mr. Bard has previously served on Water District 19's board. The nomination letter from the Department of Natural Resources and Parks states that Mr. Bard stresses the importance of sustainable use of water. The appointment of Mr. Bard is for a partial term representing Vashon-Maury Island residents, expiring on July 1, 2025.

Donna Klemka resides in Council District 8 and is retired. Ms. Klemka has been involved in community planning processes for groundwater issues since the mid-1980s. The nomination letter from the DNRP states that Ms. Klemka excels at translating technical issues into common language. The appointment of Ms. Klemka is for a partial term representing residential exempt well owners, expiring on July 1, 2026.

### **ANALYSIS**

Staff have not identified any issues with the proposed appointments. They appear to be consistent with the requirements of K.C.C. 9.14.070

### **ATTACHMENTS**

1. Proposed Motion 2024-0362
2. Transmittal Letter for Richard Bard
3. Proposed Motion 2024-0363
4. Transmittal Letter for Donna Klemka



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Motion

**Proposed No.** 2024-0363.1

**Sponsors** Mosqueda

- 1                   A MOTION confirming the executive's appointment of
- 2                   Donna Klemka, who resides in council district eight, to the
- 3                   King County Vashon-Maury Island groundwater protection
- 4                   committee, representing residential exempt well owners.
- 5                BE IT MOVED by the Council of King County:
- 6                The county executive's appointment of Donna Klemka, who resides in council
- 7   district eight, to the King County Vashon-Maury Island groundwater protection

8

9 committee, representing residential exempt well owners, for a partial term to expire on

10 July 1, 2026, is hereby confirmed.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None



## King County

# Metropolitan King County Council Local Services and Land Use Committee

### STAFF REPORT

<b>Agenda Items:</b>	5 and 6	<b>Name:</b>	Olivia Brey
<b>Proposed No.:</b>	2024-0362 2024-0363	<b>Date:</b>	February 19, 2025

### SUBJECT

Proposed Motion 2024-0362 would confirm the Executive's appointment of Richard Bard, who resides in Council District Eight, to the King County Vashon-Maury Island Groundwater Protection Committee, representing Vashon-Maury Island residents, for a term to expire on July 1, 2025.

Proposed Motion 2024-0363 would confirm the Executive's appointment of Donna Klemka, who resides in Council District Eight, to the King County Vashon-Maury Island Groundwater Protection Committee, representing residential exempt well owners for a term to expire on July 1, 2026.

### BACKGROUND

The King County Vashon-Maury Island Groundwater Protection Committee was established in 2001<sup>1</sup> for the purpose of providing oversight, coordination, and technical advice regarding the implementation of the area's groundwater management plan.

King County Code (K.C.C.) 9.14.070 calls for a committee membership representing Vashon-Maury Island residents, Group A water systems, septic system owners, residential exempt well owners, Vashon-Maury Island business entities, the farming community, and a local nonprofit organization.<sup>2</sup> The Puyallup Tribe is also invited to recommend a candidate for the committee.

K.C.C. 9.14.100 defines the following responsibilities for groundwater protection committees:

- advise the King County Executive and Council on the groundwater protection program;
- advise elected officials from the county, municipalities, special purpose districts, water and sewer utilities and associations and water purveyors on implementation of the groundwater management plan;

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<sup>1</sup> [Ordinance 14214](#)

<sup>2</sup> [Ordinance 19578](#) revised the membership composition and extended the committee through December 31, 2027



- perform tasks as assigned to the committee pursuant to the certified groundwater management plan;
- make recommendations on the annual and three-year work plan;
- participate in and monitor implementation of groundwater management plans;
- recommend modifications and updates to groundwater management plans;
- coordinate community groundwater protection activities in conjunction with all of the regional entities involved in groundwater protection, especially public education, involvement and stewardship activities;
- recommend groundwater protection policies and services tailored to the unique needs of the Vashon-Maury Island groundwater management area;
- provide an annual status report; and
- provide advice on state groundwater regulation.

### **APPOINTEE INFORMATION**

Richard Bard resides in Council District 8 and is a self-employed boat captain and author. Mr. Bard has previously served on Water District 19's board. The nomination letter from the Department of Natural Resources and Parks states that Mr. Bard stresses the importance of sustainable use of water. The appointment of Mr. Bard is for a partial term representing Vashon-Maury Island residents, expiring on July 1, 2025.

Donna Klemka resides in Council District 8 and is retired. Ms. Klemka has been involved in community planning processes for groundwater issues since the mid-1980s. The nomination letter from the DNRP states that Ms. Klemka excels at translating technical issues into common language. The appointment of Ms. Klemka is for a partial term representing residential exempt well owners, expiring on July 1, 2026.

### **ANALYSIS**

Staff have not identified any issues with the proposed appointments. They appear to be consistent with the requirements of K.C.C. 9.14.070

### **ATTACHMENTS**

1. Proposed Motion 2024-0362
2. Transmittal Letter for Richard Bard
3. Proposed Motion 2024-0363
4. Transmittal Letter for Donna Klemka



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Motion

**Proposed No.** 2025-0002.1

**Sponsors** von Reichbauer

- 1 A MOTION confirming the executive's appointment of
- 2 David Ellison, who resides in council district seven, to the
- 3 King County Lake Management District No. 2 advisory
- 4 committee, as the Lake Geneva Property Owners
- 5 Association representative.
- 6 BE IT MOVED by the Council of King County:
- 7 The county executive's appointment of David Ellison, who resides in council
- 8 district seven, to the King County Lake Management District No. 2 advisory committee,

9 as the Lake Geneva Property Owners Association representative, for the remainder of a  
10 three-year term to expire on June 30, 2027, is hereby confirmed.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None



## King County

# Metropolitan King County Council Transportation, Economy, and Environment Committee

## STAFF REPORT

<b>Agenda Items:</b>	4-5	<b>Name:</b>	Erin Auzins
<b>Proposed No.:</b>	2025-0002 2025-0003	<b>Date:</b>	February 18, 2025

## SUBJECT

Proposed Motion 2025-0002 would confirm the Executive's appointment of David Ellison, who resides in Council District 7, to the Lake Management District No. 2 advisory committee, representing the Lake Geneva Property Owners Association, for a partial term to expire on June 30, 2027.

Proposed Motion 2025-0003 would confirm the Executive's appointment of Collen Short, who resides in Council District 7, to the Lake Management District No. 2 advisory committee, representing property owners within the district, for a partial term to expire on June 30, 2025.

## BACKGROUND

Ordinance 18282 created Lake Management District No. 2 in the Lake Geneva Watershed, after following the process required by RCW Chapter 36.61. Section 7 of Ordinance 18282 created a "Lake Management District No. 2 Advisory Committee" to advise the County on the administration of the district. The committee is to be comprised of five members, including:

- Three property owners in the district, one of whom must be a representative of the Lake Geneva Property Owners Association;
- A representative from the King County Parks and Recreation Division; and
- A representative from the Washington State Department of Fish and Wildlife.

The committee members who represent property owners are to be nominated by the Executive and confirmed by the Council. Committee members are appointed to three-year terms.

## APPOINTEE INFORMATION

David Ellison lives on Lake Geneva and has been the Lake Geneva monitor for approximately the past five years.

Colleen Short owns property on Lake Geneva, and lives near Lake Geneva.

## ANALYSIS

Staff has not identified any issues with the proposed appointments. They appear to be consistent with the requirements of Ordinance 18282.

**ATTACHMENTS**

1. Proposed Motion 2025-0002
2. Transmittal Letter
3. Proposed Motion 2025-0003
4. Transmittal Letter



**Signature Report**

**Motion**

**Proposed No.** 2025-0003.1

**Sponsors** von Reichbauer

- 1                   A MOTION confirming the executive's appointment of
- 2                   Colleen Short, who resides in council district seven, to the
- 3                   King County Lake Management District No. 2 advisory
- 4                   committee, as a representative of Lake Geneva property
- 5                   owners.
- 6                   BE IT MOVED by the Council of King County:
- 7                   The county executive's appointment of Colleen Short, who resides in council
- 8                   district seven, to the King County Lake Management District No. 2 advisory committee,

9 as a representative of Lake Geneva property owners, for a partial term to expire on June  
10 30, 2025, is hereby confirmed.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None



## King County

# Metropolitan King County Council Transportation, Economy, and Environment Committee

## STAFF REPORT

<b>Agenda Items:</b>	4-5	<b>Name:</b>	Erin Auzins
<b>Proposed No.:</b>	2025-0002 2025-0003	<b>Date:</b>	February 18, 2025

## SUBJECT

Proposed Motion 2025-0002 would confirm the Executive's appointment of David Ellison, who resides in Council District 7, to the Lake Management District No. 2 advisory committee, representing the Lake Geneva Property Owners Association, for a partial term to expire on June 30, 2027.

Proposed Motion 2025-0003 would confirm the Executive's appointment of Collen Short, who resides in Council District 7, to the Lake Management District No. 2 advisory committee, representing property owners within the district, for a partial term to expire on June 30, 2025.

## BACKGROUND

Ordinance 18282 created Lake Management District No. 2 in the Lake Geneva Watershed, after following the process required by RCW Chapter 36.61. Section 7 of Ordinance 18282 created a "Lake Management District No. 2 Advisory Committee" to advise the County on the administration of the district. The committee is to be comprised of five members, including:

- Three property owners in the district, one of whom must be a representative of the Lake Geneva Property Owners Association;
- A representative from the King County Parks and Recreation Division; and
- A representative from the Washington State Department of Fish and Wildlife.

The committee members who represent property owners are to be nominated by the Executive and confirmed by the Council. Committee members are appointed to three-year terms.

## APPOINTEE INFORMATION

David Ellison lives on Lake Geneva and has been the Lake Geneva monitor for approximately the past five years.

Colleen Short owns property on Lake Geneva, and lives near Lake Geneva.

## ANALYSIS



Staff has not identified any issues with the proposed appointments. They appear to be consistent with the requirements of Ordinance 18282.

**ATTACHMENTS**

1. Proposed Motion 2025-0002
2. Transmittal Letter
3. Proposed Motion 2025-0003
4. Transmittal Letter



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Motion

**Proposed No.** 2025-0007.1

**Sponsors** Dembowski

- 1 A MOTION acknowledging receipt of the Accountability
- 2 Report required by the 2023-2024 Biennial Budget
- 3 Ordinance, Ordinance 19546, Section 20, Proviso P1.
- 4 WHEREAS, the 2023-2024 Biennial Budget Ordinance, Ordinance 19546,
- 5 Section 20, Proviso P1, requires the executive to transmit an accountability report, and
- 6 WHEREAS, Ordinance 19546, Section 20, Proviso P1, further requires the
- 7 executive to submit a motion that acknowledges receipt of the accountability report;
- 8 NOW, THEREFORE, BE IT MOVED by the Council of King County:

9           The receipt of the Accountability Report, which is Attachment A to this motion,  
10   in compliance with Ordinance 19546, Section 20, Proviso P1, is hereby acknowledged.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** A. Office of Economic Opportunity and Creativity Economy Accountability Report,  
December 2024

[Click here for 2025-0007 A](#)

**Office of Economic Opportunity and Creative Economy  
Accountability Report**

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December 2024



**King County**



## King County

# Metropolitan King County Council Transportation, Economy, and Environment Committee

### STAFF REPORT

<b>Agenda Item:</b>	7	<b>Name:</b>	Brandi Paribello
<b>Proposed No.:</b>	2025-0007	<b>Date:</b>	February 18, 2025

### SUBJECT

Proposed Motion 2025-0007 would approve the *Accountability Report for King County Office of Economic Opportunity and Creative Economy (OEOCE)*.

### SUMMARY

In November 2022, the King County Council voted to approve Ordinance 19546, which contained a budget proviso withholding \$100,000 until the County Executive transmits a report with six sections of required criteria, each asking for different levels of specificity, along with a motion. The report and motion were transmitted in December 2024, and all sections of criteria required in the proviso were met.

### BACKGROUND

Prior to 2014, King County's Executive Department contained a codified economic development office which was ultimately disbanded and decentralized. The office of the Executive maintained one to two staff members who oversaw economic and workforce development matters from that time until 2023.

In April 2019, the Executive appointed a Creative Economy Strategist with the goal of prioritizing film production and content creation. In July 2020, the Executive appointed an Economic Development and Recovery Director to support various pandemic relief efforts for small businesses and workers. The Economic Development & Recovery Director and the Creative Economy Strategist worked together to develop a countywide economic recovery strategy. On November 15, 2022, the OEOCE was created via Ordinance 19541 and the two positions were housed in that office.

In September through November of 2022, the King County Council deliberated on the 2023-2024 Biennial Budget legislation. When the council passed the legislation on

November 15, 2022, it included a proviso (Ordinance 19546, Section 20, Proviso P1) that withheld \$100,000 from the OECE:

*P1 PROVIDED THAT:*

*Of this appropriation, \$100,000 shall not be expended or encumbered until the executive transmits an accountability report related to the office of economic opportunity and creative economy and a motion that should acknowledge receipt of the report and a motion acknowledging receipt of the report is passed by the council. The motion should reference the subject matter, the proviso's ordinance number, ordinance section and proviso number in both the title and body of the motion.*

*The report shall include, but not be limited to, the following:*

*A. A business plan supporting investments for the office of economic opportunity and creative economy. The plan shall also include a definition of what constitutes a creative economy. The business plan shall include, but not be limited to:*

- 1. both long-term and short-term goals, objectives and strategies of the office;*
- 2. proposed activities to implement the strategies;*
- 3. performance metrics including benchmarks and targets to measure the objectives; and*
- 4. the resources necessary to achieve either the performance benchmarks, performance targets or both;*

*B. Analysis of the results achieved during the 2023-2024 biennium with the addition of both the director of creative economy and director of economic development and economic recovery. As much as feasible, quantitative results shall be provided;*

*C. Assessment of the region's current creative economy market, analysis of the region's creative economy market potential and the rationale for the need for the office of economic opportunity and creative economy to achieve the region's creative economy market potential;*

*D. Quantitative analysis of the results achieved during the 2023-2024 biennium with the investment of the Harbor Island sound stages and a rationale of how the sound stages would be an economic benefit for the county;*

*E. Strategies on how the office of economic opportunity and creative economy will have deliberate focus on historically and currently disadvantaged communities including those communities most impacted by the pandemic and its disproportionate health and economic effects; and*

*F. The office of economic opportunity and creative economy's role in existing county economic development programs such as, but not limited to, the Department of Local Services' economic development and small business assistance programs, Department of Local Services' unincorporated economic alliance program, the lodging tax supported tourism allocations and the Black, Indigenous and People of Color (BIPOC) business and economic resiliency program.*

## **ANALYSIS**

The proviso contains six sections that require the report to provide a detailed roadmap of the OEOCE's goals, strategies, and analysis of its achievements.

**Proviso Section A: Business Plan.** Section A requires a business plan that defines “creative economy,” sets out the objectives and strategies of the office, describes how the office will implement those strategies, indicates how performance will be measured, and details the resources needed to meet objectives and targets.

A business plan for 2025 is included with the report as an attachment to the motion. The business plan itself does not define “creative economy,” but this term is defined in the report as “those economic sectors based on creative and intellectual assets, rather than traditional commodities or services.”

The attached business plan sets out 12 priorities by initiative or project and includes information on strategies and goals to implement those initiatives or projects, as well as how each aligns with equity and social justice. Descriptions of performance measures and milestones are also included for each. The report itself contains a summary of the information in the business plan.<sup>1</sup>

**Proviso Section B. Analysis of Achievements.** Section B requires “analysis of the results achieved during the 2023-2024 biennium with the addition of both the director of creative economy and director of economic development and economic recovery.”

The report provides a list of directors' key accomplishments, a list of how office staff provide support services to small businesses, working creatives, and organizational partners, and examples of how the office partners with outside organizations to accomplish its goals.<sup>2</sup> Further, the report contains a table summarizing quantitative

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<sup>1</sup> *Accountability Report for King County Office of Economic Opportunity and Creative Economy (OEOCE)*, pg. 25-35.

<sup>2</sup> *Id.*, pg. 36-38.

information on each of these activities. A representative sample of the information contained in this table can be found in Figure 1 below.

**Figure 1. Representative Sample of OEOCE Activities in Report**

OEOCE Activity	Description	Quantitative Data
Leadership of Economic Opportunity Coalition	OEOCE established the employee Economic Opportunity Coalition (formerly the COVID Economic Recovery Task Force) to align economic and workforce development strategy across the Executive Branch	Group meets monthly to share updates and explore collaboration opportunities
Consultation on music and nightlife related issues	Monthly engagement with WANMA (Washington Nightlife & Music Association); this group is comprised of small business owners	12 monthly meetings, partnership on ICAP (Innovation Cluster Accelerator Program) yearlong program – resulted in \$150,000 in funding for WANMA
Development and implementation of Cloudbreak Music Festival	Annual music festival founded in 2022, and now in its third year King County and Visit Seattle are primary partners; Seattle OED joined as primary partner in 2023 and 2024 Funded by King County lodging tax, and City of Seattle OED funding, this is a music tourism initiative	71 downtown hotels, 35 independent small business live music venues, and hundreds of local musicians are all engaged in Cloudbreak Music Festival Tourists staying in any of the 71 downtown hotels have free access to the Cloudbreak shows

Lastly, the report provides information on “key initiatives,” such as the Cloudbreak Music Festival.<sup>3</sup> This festival was designed by OEOCE, in partnership with Visit Seattle, to assist in the recovery of tourism and music venues in the Seattle area. Other initiatives include funding scholarships for the Power PA (Production Assistant) Course, and Harbor Island Studios.<sup>4</sup>

**Proviso Section C. Assessment of Regional Creative Economy Market.** Section C requires “analysis of the region’s creative economy market potential and the rationale for the need for the office. . .”

This section of the report states that “King County’s creative economy consists of businesses, entrepreneurs, creatives, and nonprofit organizations that utilize a person’s individual creativity as the source for the products and services they bring to life.”<sup>5</sup> The report goes on to cite data from a March 2024, Washington State Department of Commerce study called *Creative Washington: Strategic Plan for Growing and Strengthening Washington’s Creative Sector* that says Washington’s creative sector

<sup>3</sup> *Id.*, pg. 45.

<sup>4</sup> *Id.*, pg. 47-50.

<sup>5</sup> *Id.*, pg. 53.



contributes approximately \$120 billion annually to the state GDP, 74% of which is generated in King County.<sup>6</sup>

**Proviso Section D. Quantitative Analysis of Harbor Island Investment.** Section D requires “analysis of the results achieved during the 2023-2024 biennium with the investment of the Harbor Island sound stages and a rationale of how the sound stages would be an economic benefit for the county.”

The report indicates that Harbor Island Studios cannot yet be marketed to large productions due to the facility not meeting industry standards for climate control and lighting.<sup>7</sup> However, the report cites data showing that major motion picture productions contribute \$250,000 per day on average to a local economy while a one-hour television episode contributes \$150,000 per day on average.<sup>8</sup> With regards to smaller productions, the report provides the following information since January 1, 2024: 67 individual productions; 191 total production days; 922 individual cast and crew; and 2,735 total crew days. Of the 67 individual productions, 66 have been comprised of entirely local cast and crew.<sup>9</sup>

**Proviso Section E. Strategies for Disadvantaged Communities.** Section E requires an explanation of how the OEOCE will have a “deliberate focus on historically and currently disadvantaged communities.”

The report provides significant data on income inequality in King County, by race, as well as information on how these communities were economically affected by the COVID-19 pandemic. It also sets out projects spearheaded by OEOCE to aid economic recovery of

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<sup>6</sup> *Id.*

<sup>7</sup> *Id.*, pg. 65.

<sup>8</sup> *Id.*, pg. 67.

<sup>9</sup> *Id.*, pg. 65.

disadvantaged communities. Figure 2 below is a representative example of the information in the report.<sup>10</sup>

**Figure 2. Representative Sample of OEOCE Projects in Report**

**Table 5 - COVID-19 Economic Recovery Projects Overseen by OEOCE**

OEOCE COVID Economic Recovery Project	Description	Outcomes
Career Corps	In partnership with the Workforce Development Council of Seattle-King County (WDC), King County provided \$3 million to establish a <a href="#">Career Corps</a> <sup>147</sup> program to connect dislocated workers of color, bilingual workers, and youth with career services, training, job placement, and wraparound services to individuals in King County who are unemployed or underemployed due to the COVID-19 pandemic.	Led by a subrecipient partnership with WDC, the program has placed 62 individuals into living-wage jobs paying an average of \$27.25 an hour since August 2022. King County pays wages for an average work experience length of 11 months. 14 individuals continue working in 2024, with the program concluding by the end of the year.
Virtual Hiring Hall	In partnership with <a href="#">Martin Luther King Labor</a> , <sup>148</sup> King County provided \$150,000 to set up a virtual hiring hall and training partnership linking underrepresented workers, community organizations, labor, and employers, facilitating efficient job placement and skill development.	The platform reached more than 750 people in 2022, with over 300 of those people receiving wrap-around services through the program. 30 unions and over 100 employers are now engaged in the program. A total of three Job Fairs with over 200 people in attendance were hosted.
ADO Business Assistance Program ( <a href="#">Community Business Connector</a> ) <sup>149</sup>	The Seattle Metropolitan Chamber of Commerce, which is the Associate Development Organization (ADO) for King County, was awarded \$1 million in funding to develop a COVID Business Assistance program. At least 70 percent of the businesses the ADO assisted had to score higher in King County's Social & Economic Risk Index (SERI).	Facilitated more than 800 business interactions such as help with technical assistance, access to capital, business planning, marketing, assistance with government forms and grants and language interpretation services. Reached small businesses in 31 King County jurisdictions, of which 78 percent were BIPOC-owned. Hosted seven business assistance events with local chambers and partners for networking and knowledge exchange in Shoreline, Skyway, Tukwila, SeaTac, Kent, Snoqualmie Valley and Vashon Island.

**Proviso Section F. OEOCE and Other County Economic Development Programs.** Section F requires an explanation of how the OEOCE fits with “existing county economic development programs such as, but not limited to, the Department of Local Services’

<sup>10</sup> *Id.*, pg. 75.

economic development and small business assistance programs, Department of Local Services' unincorporated economic alliance program" and others.

The report provides detailed information on some of the ways the OEOCE has collaborated with other county economic development programs including, but not limited to:

- OEOCE has consulted with DLS on CLFR programs (e.g. small business grant program, unincorporated economic alliance program), small business outreach (e.g. DLS business roundtable meetings, small business survey question development, fire-impacted business assistance), and policy planning (e.g. minimum wage ordinance, business licensing).
- OEOCE directors collaborate with the DLS Director on a weekly basis at the Executive's Cabinet meeting, and the OEOCE Economic Development Director holds monthly meetings with the DLS Economic Development Manager.
- OEOCE's Creative Economy Director fields inquiries from film professionals wishing to locate productions in King County. If a production is seeking a location in unincorporated King County, the Creative Economy Director coordinates with the DLS Roads Division to permit the production.
- The Cloudbreak Music Festival was designed by OEOCE in partnership with Visit Seattle.
- OEOCE, in collaboration with the Seattle Metro Chamber of Commerce (acting as the King County ADO), initiated a trusted messenger business navigator initiative. The Executive Office, and later OEOCE, provided \$1 million CLFR proceeds to seed fund what later became the Community Business Connector (CBC) program.
- OEOCE works closely with the DNRP Local Food Economy Manager to manage the Executive's Local Food Initiative.<sup>11</sup>

**Responsiveness of Report to Proviso Requirements.** The report appears to meet all requirements of Ordinance 19546, Section 20, Proviso P1.

## **INVITED**

- Ashton Allison, Economic Development Director, Executive Department

## **ATTACHMENTS**

1. Proposed Motion 2025-0007 (and its attachments)
2. Transmittal Letter
3. OEOCE 2025 Business Plan

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<sup>11</sup> *Id.*, pgs. 79-81.



**Signature Report**

**Motion**

**Proposed No. 2025-0020.2**

**Sponsors Dunn**

1           A MOTION relating to public transportation, requesting the  
2           executive to engage on a task force on transit safety and  
3           security to address public safety on transit and in the  
4           communities in which the Metro transit department  
5           operates.

6           WHEREAS, Metro transit department operator Shawn Yim was assaulted and  
7           fatally stabbed on December 18, 2024, while on duty, and

8           WHEREAS, according to Metro transit department performance reports on safety  
9           and security, the Metro transit department experienced thirty-three reported assaults on  
10          transit operators during 2023, with many more unreported, and

11          WHEREAS, a nighttime study conducted by the University of Washington in  
12          2023 on a total of eleven local buses and nineteen light rail train cars on routes across  
13          four different transit agencies detected methamphetamine in ninety-eight percent of  
14          surface samples and one hundred percent of air samples, and detected fentanyl in forty-  
15          six percent of surfaces and twenty-five percent of air samples, and

16          WHEREAS, a survey of transit operators published by the University of  
17          Washington in 2024 indicated that eight-three percent of respondents reported observing  
18          passengers smoking drugs aboard their vehicles, twenty-seven percent of respondents  
19          reported that they had been physically attacked or assaulted by a passenger during the

20 past year, and fifty percent of respondents indicated a likelihood to leave their job within  
21 the next year, and

22 WHEREAS, increasing public safety on buses and at bus stops and transit centers  
23 is a responsibility that is the primary responsibility of the Metro transit department but  
24 requires strong partnership and support from the local jurisdictions in which it operates,  
25 and

26 WHEREAS, increasing levels of homelessness, substance use disorder, and  
27 behavioral health challenges throughout King County have affected public safety and  
28 perceptions of safety on transit and at bus stops and transit centers, and

29 WHEREAS, in a hearing of the King County council's committee of the whole on  
30 January 13, 2025, leadership of the Amalgamated Transit Union, Local 587, reiterated  
31 their call to convene a task force on transit safety and security, and

32 WHEREAS, such a task force could be instrumental in bringing together  
33 communities and transit partners to address issues of community safety and the safety  
34 and security of local transit operations;

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

36 A. The council requests that the executive work with Amalgamated Transit  
37 Union, Local 587 and the King County council to establish a task force on transit safety  
38 and security with the goal of providing a response to transit safety and security in King  
39 County, including the jurisdictions in which the Metro transit department operates.

40 B. The task force on transit safety and security should include, but not be limited  
41 to, representatives from the following:

42 1. Amalgamated Transit Union, Local 587;

- 43           2. Metro transit department front line transit operators;
- 44           3. The King County sheriff or designee;
- 45           4. The King County executive or designee;
- 46           5. The general manager of the Metro transit department or designee;
- 47           6. The director of the department of community and human services or
- 48 designee;
- 49           7. Elected representatives, or designees, from local jurisdictions in which the
- 50 Metro transit department operates;
- 51           8. Law enforcement leaders, or designees, of local jurisdictions in which the
- 52 Metro transit department operates;
- 53           9. The Sound Transit chief executive officer or designee;
- 54           10. Members of organizations representing transit riders; and
- 55           11. Any other committee members deemed necessary.
- 56           C. The task force on transit safety and security should develop a work plan that
- 57 will address issues including, but not limited to, the following:
- 58           1. Improvements to operator safety on Metro transit department buses, including
- 59 a plan to install physical barriers for bus operators on both newly acquired and existing
- 60 bus fleet;
- 61           2. Strategies to hold public transit passengers, as well as others at bus stops and
- 62 transit centers, accountable for abiding by the requirements for conduct on transit
- 63 property, as specified in K.C.C. chapter 28.96, as well as local laws and regulations;
- 64           3. Interagency coordination and shared responsibilities with the jurisdictions in
- 65 which the Metro transit department operates;

66           4. Coordination with Metro transit police, local law enforcement, communities,  
67 and transit riders to improve response times with the goal of improving both public safety  
68 and the perception of safety onboard public transit and at bus stops and transit centers;  
69 and

70           5. Other issues as identified by task force members.

71           D. The executive should facilitate a briefing to the committee of the whole by  
72 task force members no later than September 30, 2025, to share the recommendations

- 73 developed by the task force to address the issues identified in section C. of this motion
- 74 and to discuss proposals for next steps.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None





## King County

### Metropolitan King County Council Committee of the Whole

#### REVISED STAFF REPORT

<b>Agenda Item:</b>		<b>Name:</b>	Mary Bourguignon
<b>Proposed No.:</b>	2025-0020	<b>Date:</b>	

***Proposed Motion 2025-0020, which would ask the Executive to engage in convening a Task Force on Transit Safety and Security, passed out of the Committee of the Whole on February 25, 2025, with a “Do Pass” recommendation. The ordinance was amended to add updates related to task force membership and potential work plan items and to ask the Executive to facilitate a briefing by task force members to the Committee of the Whole.***

#### SUBJECT

Proposed Motion 2025-0020 would ask the Executive to convene a Task Force on Transit Safety and Security.

#### SUMMARY

Proposed Motion 2025-0020 ask the Executive to work with ATU Local 587 to establish a Task Force on Transit Safety and Security with the goal of providing a response to transit safety and security in King County.

As the proposed motion states, following the murder of Metro bus operator Shawn Yim in December 2024, the safety and security of Metro employees and passengers has become an issue of increased concern. The Amalgamated Transit Union (ATU) Local 587, which represents approximately 4,000 Metro employees, has called for a Task Force on Transit Safety and Security to address safety and security issues.

The task force is to include representatives from ATU Local 587, Metro transit operators, the Metro General Manager, the King County Sheriff or designee, the King County Executive or designee, elected representatives, or designees, from the local jurisdictions in which Metro operates, the top law enforcement officer, or designee, from local jurisdictions in which Metro operates, representatives from Sound Transit, and any other members deemed necessary.

The task force is to develop a work plan to address improvements to transit safety and security. The Executive is asked to report on the convening and work of the task force, as well as its recommendations, by September 1, 2025.

There may be amendments offered to reflect work in progress to organize the task force.

## **BACKGROUND**

**Metro transit security functions.** Transit safety is generally understood to be about preventing unintentional harm on transit, with a focus on problems such as vehicle malfunctions or collisions.<sup>1</sup> Transit security is generally understood to be about preventing intentional harm on transit, with a focus on problems such as disturbances or assaults.<sup>2</sup>

Metro uses a “care and presence”<sup>3</sup> public safety model that includes traditional public safety functions, as well as behavioral health support and community engagement, including:

- **Metro Transit Police (MTP).** MTP is a division of the King County Sheriff's Office (KCSO)<sup>4</sup> under contract to Metro<sup>5</sup> that enforces the Transit Code of Conduct.<sup>6</sup> MTP focuses its efforts on Metro services in Seattle, South King County, North King County, and parts of unincorporated King County.<sup>7</sup> It does not currently patrol the Water Taxi, Access, Metro Flex, or Seattle Streetcar.

MTP staff patrol buses, routes, bus shelters, and park and ride lots, as well as Seattle's central business district; undertake and support criminal investigations; provide anti-terrorism services; coordinate with schools in response to issues with students using Metro; and manage community-based programs such as the Operator Assault Program and Sexual Misconduct Reduction Program.

As of January 2025, Metro states that 65 of 79 budgeted MTP positions are filled. Open patrol shifts are backfilled with available staff on overtime.

- **Transit security officers.** Metro contracts with a private provider for contracted transit security officers (TSOs), who work to deter incidents, monitor activities, address behavioral issues, and assist customers and operators with questions and safety concerns. TSOs provide on-coach security on routes and in areas

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<sup>1</sup> U.S. Department of Transportation, Federal Transit Administration, Handbook for Transit Safety and Security Certification, Final Report, November 2022 ([link](#))

<sup>2</sup> U.S. Department of Transportation, Federal Transit Administration, Enhanced Transit Safety and Crime Prevention Initiative ([link](#))

<sup>3</sup> A Metro document describing its “care and presence” transit safety model can be found [here](#)

<sup>4</sup> Members of the MTP are commissioned police officers.

<sup>5</sup> Motion 11711 approved Transit Security Policies that included guidance on the staffing model for the Metro Transit Police. The MTP contract is funded by Metro's budget, not by the General Fund.

<sup>6</sup> KCC 28.96

<sup>7</sup> Metro reports that MTP maintains a small presence in incorporated East King County area when extreme circumstances are present. When calls come into 911 to report a crime on transit property, local police departments often take the lead on responding as they are better positioned to be the first to arrive.

with the highest reported security incidents, as well as terminal (last stop) security at locations of concern. They also provide outreach support to individuals within a three-block radius of the terminal.

As part of the 2023-2024 biennial budget, the Executive proposed and the Council approved funding to double the number of contracted TSOs from 70 to 140.<sup>8</sup> Metro then used salary savings to increase the number to approximately 160. The adopted 2025 budget includes appropriation authority to maintain this level of additional TSOs, as well as to provide for additional bus and bus stop cleaning and to expand behavioral health support at Metro transit centers.<sup>9</sup>

As of Fall 2024, Metro indicated that these TSOs will continue to ride bus routes with the highest rates of security incidents (currently Routes 7, 36, A, C, D, E, F, and H). In addition, TSOs will continue to be stationed at the Aurora Village and Burien Transit Centers and will continue to provide support at overnight bus terminals.

- **Fare enforcement.** Metro had previously conducted fare inspections on bus routes, such as RapidRide, that offer off-board payment, but suspended fare enforcement during the pandemic. Fare inspections are planned to resume beginning March 31, 2025, with full fare inspections beginning May 31, 2025.<sup>10</sup> Under the fare inspection system, riders receiving a third warning may be required to pay a fine, enroll in a reduced fare program (if eligible), or perform community service.
- **SaFE Reform Initiative.** As part of the 2021-2022 biennial budget, the Council included a proviso that recognized “the vital importance of reimagining and reforming safety and security functions” within Metro.<sup>11</sup> The implementation report<sup>12</sup> for this effort, which Metro named the Safety, Security, and Fare Enforcement (SaFE) Reform Initiative, noted that Metro’s SaFE Reform Initiative priorities include:
  - Increasing presence in and around transit hubs
  - Providing timely and appropriate response realized in a way that is genuinely equitable for all transit riders
  - Prioritizing community voices
  - Providing spaces for intentional partnerships that directly impact and improve transit
  - Allowing community to take ownership of current and future safety-related Metro pilot programs to improve customer transit experience<sup>13</sup>

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<sup>8</sup> Ordinance 19546

<sup>9</sup> The 2025 budget (Ordinance 19861) includes \$4.7M for additional bus stop and bus cleaning; \$11.8M to sustain extra 100 transit security officers from 2023-2024; and \$4.7M to expand behavioral health and Metro Ambassadors programs to provide support and assistance.

<sup>10</sup> King County Metro, Metro Matters, King County Metro to resume fare inspection in March 2025, January 6, 2025 ([link](#))

<sup>11</sup> Ordinance 19120, Section 113, Proviso 5, as amended by Ordinance 19364, Section 86, Proviso P5

<sup>12</sup> Motion 16128

<sup>13</sup> Proposed Motion 2024-0210, Attachment A, Page 8

Metro has implemented several strategies that were identified as part of the SaFE Reform Initiative. These include:

- **Transit Ambassadors.** Metro established a group of transit Ambassadors, who are bus operators on light duty service, who are stationed throughout Seattle and South King County, as well as at special events, to provide information and assistance to transit riders, including in-language assistance in more than 140 languages.<sup>14</sup>

As of Fall 2024, Metro reported that it had 10 Ambassadors working with the program and anticipated that the number of light duty bus operators working as Ambassadors would remain steady during 2025, at between 12 and 15. The 2025 adopted budget<sup>15</sup> includes funding for 14 short-term temporary Ambassadors and two Lead Ambassadors. As proposed, the Ambassadors would continue to focus on Jackson/23rd, Lower Queen Anne/Belltown, Mt. Baker/Columbia City, and Skyway/Renton. In addition, in partnership with the City of Seattle, Ambassadors may expand to other locations, such as the University District and UW Husky Stadium, Second Avenue, Rainier Beach, and the Seattle Waterfront.

- **Behavioral health team.** Metro coordinated with King County's Department of Community & Human Services (DCHS) to establish a team of behavioral health specialists, who are stationed at Burien Transit Center. As of Spring 2024, Metro reported that team members had made 4,504 contacts with people in need of help and made 213 referrals for housing assistance.<sup>16</sup>

The 2025 budget includes funding to expand the program, with the proposal that the four current employees of the program will work in teams at the Burien Transit Center (Mondays to Fridays, 9:00 am-3:00 pm; Wednesdays, Saturdays, and Sundays from 5:00-11:00 pm) and will also ride the RapidRide C, D, and E Lines with TSOs (Mondays, Tuesdays, and Thursdays, from 5:00-11:00 pm).

As part of the SaFE Reform Initiative, Metro also engaged with community members and local businesses in affected areas, focusing on the Aurora Village and Burien transit centers, Chinatown/International District and Little Saigon, Third Avenue in Downtown Seattle, 23rd Avenue South & South Jackson Street, and Skyway-West Hill. Metro reported on this outreach effort in 2024,<sup>17</sup> providing information on system-wide and area-specific security incidents over the last several years and outlining planned safety and cleanliness interventions for each of the geographic areas involved.

As noted above, this effort also led to the development of Metro's Safety Emphasis Coordination Team. Metro states that this team provides cross-divisional coordination and collaborates with local jurisdictions and other

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<sup>14</sup> 2024-B0050

<sup>15</sup> Ordinance 19861

<sup>16</sup> 2024-B0050

<sup>17</sup> Motion 16647

organizations to more efficiently deploy resources to improve transit safety across the region. Metro states that the coordinated effort allows it to better address physical conditions and the built environment of transit areas, provide appropriate forms of presence to improve safety and resolve security incidents in the system, and have accessible public health and human and social service options available when and where they are needed.

**Coordination with other agencies and jurisdictions.** Metro's security functions are coordinated with those of local jurisdictions, as Metro's authority is limited to its buses, bus stops, transit centers, and bases. Metro also coordinates with Sound Transit, because, although Metro operates Sound Transit's Link light rail and express bus routes under contract, Sound Transit is responsible for providing its own security and fare enforcement on its services.

**Task Force on Transit Safety and Security.** Proposed Motion 2025-0020 would ask the Executive to work with ATU Local 587 to establish a Task Force on Transit Safety and Security with the goal of providing a response to transit safety and security in King County.

As the proposed motion states, following the murder of Metro bus operator Shawn Yim in December 2024, the safety and security of Metro employees and passengers has become an issue of increased concern. The Amalgamated Transit Union (ATU) Local 587, which represents approximately 4,000 Metro employees, has called for a Task Force on Transit Safety and Security to address safety and security issues.

The task force is to include, but not be limited to:

- Representatives from ATU Local 587,
- Representatives from Metro transit operators,
- The King County Sheriff or designee,
- The King County Executive or designee,
- The Metro General Manager or designee,
- Elected representatives, or designees, from the local jurisdictions in which Metro operates,
- The top law enforcement officer, or designee, from local jurisdictions in which Metro operates,
- Representatives from Sound Transit, and
- Any other members deemed necessary.

After it is convened, the task force is to develop a work plan to address:

- Improvements to operator safety on Metro buses, including a plan for physical barriers;
- Strategies to hold bus passengers and those at transit stops and centers accountable for following the transit code of conduct;
- Public safety policies and staffing and strategies for intergovernmental coordination;
- Safety and security staffing levels and partnerships for both Metro Transit Police deputies and contracted transit security officers; and

- Other issues as needed.

The Executive is asked to file a report describing the convening and work of the task force, as well as an implementation plan based on its recommendations, by September 1, 2025.

### **ANALYSIS**

Proposed Motion 2025-0020 would ask the Executive to convene a Task Force on Transit Safety and Security.

The Executive is asked to file a report describing the convening and work of the task force, as well as an implementation plan based on its recommendations, by September 1, 2025.

There may be amendments offered to reflect work in progress to organize the task force.



**Signature Report**

**Motion**

**Proposed No.** 2025-0043.1

**Sponsors** Dembowski

1           A MOTION accepting the King County-Cities Climate  
2           Collaboration (K4C) 2025 Work Plan and Budget, prepared  
3           as the annual work plan and budget requested under Motion  
4           14449.

5           WHEREAS, confronting climate change through effective strategies to reduce  
6           greenhouse gas emissions and prepare for the impacts of a changing climate requires an  
7           integrated countywide effort involving public, private, and nongovernmental  
8           partnerships, and

9           WHEREAS, the King County executive and council unanimously adopted the  
10          2020 King County Strategic Climate Action Plan, and

11          WHEREAS, the 2020 King County Strategic Climate Action Plan supports  
12          progress toward achieving the countywide goal to reduce greenhouse gas emissions by  
13          fifty percent by 2030, and

14          WHEREAS, King County will continue to play a key role in the King County-  
15          Cities Climate Collaboration, whose members represent more than eighty six percent of  
16          the population of the county, and which lays out a shared countywide vision for reducing  
17          health- and environment-threatening greenhouse gas emissions upon which the 2020  
18          King County Strategic Climate Action Plan is built, and

19 WHEREAS, the 2020 King County Strategic Climate Action Plan strengthens the  
20 county's strategy to prepare for the impacts of a changing climate on local communities,  
21 infrastructure, economy, public health and safety, and the natural environment, and

22 WHEREAS, the 2020 King County Strategic Climate Action Plan is developed  
23 with an environmental justice framework in partnership with frontline communities  
24 disproportionately impacted by climate change and in a manner consistent with  
25 Ordinance 16948, which establishes the county's fair and just principle, and

26 WHEREAS, consistent with Ordinance 17285, which authorized the interlocal  
27 agreement for the King County-Cities Climate Collaboration, and with Motion 14449,  
28 which adopted the 2015 King County Strategic Climate Action Plan, the executive was  
29 requested to coordinate with staff of the transportation, economy and environment  
30 committee, or its successor, in developing the annual work plans and budget for the King  
31 County-Cities Climate Collaboration under the interlocal agreement, and

32 WHEREAS, Motion 14449 also requested that the executive submit by January  
33 31, 2016, and every year thereafter, the King County-Cities Climate Collaboration annual  
34 work plan and budget to the council for acceptance by motion;

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

36 The King County-Cities Climate Collaboration (K4C) 2025 Work Plan and



- 37 Budget, which is Attachment A to this motion and prepared as the annual work plan and  
38 budget as requested by Motion 14449, is hereby accepted.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** A. King County-Cities Climate Collaboration (K4C) 2025 Annual Work Plan and Budget, January 27, 2025

## **King County-Cities Climate Collaboration (K4C) 2025 Annual Work Plan and Budget**

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January 27, 2025



**King County**

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## II. Motion Text

Motion 14449, Section B, Paragraph 11.

B. Consistent with Ordinance 17285, which authorized the Interlocal Agreement for the King County-Cities Climate Collaboration, the executive is requested to coordinate with staff of the transportation, economy and environment committee, or its successor, in developing the annual work plans and budget for the King County-Cities Climate Collaboration under the interlocal agreement. The executive is requested to submit by January 31, and every year thereafter, the King County-Cities Climate Collaboration annual work plan and budget to the council for acceptance by motion.

Motion 14449 is also attached as Appendix A.

## III. Executive Summary

This report provides annual information about the King County-Cities Climate Collaboration (K4C) work plan and budget, as required by Motion 14449. This is the tenth annual K4C work plan and budget submitted to the King County Council.

The K4C is a voluntary, but formal partnership of King County, 21 cities, and the Port of Seattle (Partners) focused on coordinating and enhancing the effectiveness of local climate and sustainability action. K4C Partners now represent the local governments of more than 86 percent of the King County's 2.3 million residents. The work of K4C Partners is guided by the K4C's Joint Climate Action Commitments ([available online](#)), which are periodically updated.

In 2024, examples of K4C work included to: partner to implement the K4C's Joint Climate Action Commitments; continue to support and promote a regional web-based information hub with centralized information on rebates, contractors, and information on how to decarbonize residential buildings ("Switch is On" Campaign); promote further adoption of the Re+ Pledge; provide model language for Comprehensive Plan updates; support use of a Climate Action Toolkit (adopted by the King County Council in 2021), especially for newer Partners or less-resourced cities; coordinate with Partners to promote and pursue joint opportunities for local climate action; identify and develop shared K4C State Policy and Legislative Interests for 2025; host one K4C elected official work session (July 16, 2024); engage on adoption of state commercial and residential Electric Vehicle Charging codes; coordinate ongoing engagement on a countywide heat strategy; assess potential program impacts of Initiatives 2117 and 2066; support Partners wishing to pursue the new federal clean energy tax credits ("Direct Pay") within the Inflation Reduction Act; and use member dues to fund city-level and unincorporated King County geographic greenhouse gas (GHG) inventory and summary report inventory for each city in King County, including both K4C and non-K4C member cities.

The K4C budget is based on shared contributions by K4C Partners, as stipulated in the K4C interlocal agreement (ILA). Based on these dues, the K4C budget for 2025 is projected to be \$53,200. However, much of the K4C's work is completed by participants and elected officials of K4C Partners and is not part of the K4C budget. Examples of this type of 2024 work included: supporting ongoing city Partner work to

integrate new climate-related Countywide Planning Policies (CPPs) into updates to city comprehensive plans; support for the adoption of model code language that exceeds state energy code requirements; engagement by elected officials on state legislative issues and major Initiatives; engaging in development of regional approaches for energy and fossil fuel reduction programs (such as rooftop solar and heat pump installation campaigns); and engaging on climate preparedness topics such as development of a first-ever countywide Extreme Heat Mitigation Strategy (formally released July 18, 2024).

In addition, the County's K4C budget does not include the significant amount of staff time provided by the King County Executive Climate Office (ECO) focused on the management of the K4C as a whole, which includes: scheduling, planning, and leading various staff-level meetings monthly throughout the year; and planning and leading meetings with elected officials every two weeks during the Legislative Session and monthly for the rest of the year.

The work of the K4C is an important part of the County's commitment to and support of climate action and is integrated with King County's 2020 Strategic Climate Action Plan (SCAP).

## IV. Background

**Organizational Overview:** The King County-Cities Climate Collaboration (K4C) is a voluntary, but formal partnership of King County, 21 cities, and the Port of Seattle ("Partners") focused on coordinating and enhancing the effectiveness of local government's actions on climate and sustainability. K4C Partners collaborate on the following:

- Outreach – to develop, refine, and utilize messaging and tools for climate change outreach to engage decision makers, other cities, and the general public;
- Coordination – to adopt consistent standards, codes, benchmarks, strategies, and overall goals related to climate change response;
- Solutions – to share local success stories, challenges, data, and products that support and enhance climate mitigation efforts by all Partners, and
- Funding and resources – to secure grant funding and other shared resource opportunities to support climate-related projects and programs, primarily from state and federal sources.

The King County Executive Climate Office (ECO) leads and supports the K4C, with additional support and participation from Metro Transit, the Department of Executive Services, the Department of Local Services, and the Department of Natural Resources and Parks. Participants and elected officials from each K4C member are equal decision makers and Partners in the work of the K4C.

**Key Historical Context:** This report is the tenth annual K4C work plan and budget to be submitted to the King County Council, as required by Motion 14449. Motion 14449 is attached as Appendix A.

**Key Current Context:** In 2024, examples of K4C work included: partner to implement the K4C's Joint Climate Action Commitments; support ongoing use of a Climate Action Toolkit (adopted by the King County Council in 2021); coordinate on and pursue new state and federal funding sources for local

climate action; identify and develop shared K4C State Policy and Legislative Interests for 2024; engage on new state commercial and residential energy codes; coordinate climate preparedness efforts and share resources from the County’s Extreme Heat Mitigation Strategy, among other accomplishments.

The K4C did not add any new Partners in 2024, but has held favorable recruiting conversations with city leadership, or presented to City Councils, at Des Moines, Federal Way, and SeaTac. In part to help orient new Partners to the history and work of the K4C, share the resources available to members, and help engage new participants and/or elected officials, staff periodically host a “K4C 101” webinar. Early in 2024, staff hosted one such webinar for 10 Partners who had recently joined, or who had new staff representatives. Following that webinar, the meeting series was transitioned into a bi-monthly peer networking venue, where veteran Partners could share best practices with newer Partners, and where various staff brought forth issues for informal discussion and advice.

Additionally, in 2024, the K4C hosted one Elected Official Work Session (July 16, 2024), which offered presentations on two major and timely topics. The first covered state rules around engagement in campaigns and ballot initiatives (presented by the Municipal Research and Services Center); the second delivered a thorough overview of the state’s Climate Commitment Act (CCA) and how the funds gathered are used for climate action (presented by Governor Inslee’s Senior Climate Advisor, Becky Kelley). A third session introduced the kickoff for the County’s 2025 Strategic Climate Action Plan (SCAP) process and solicited attendees’ suggestions on ways that the K4C could be leveraged to enhance countywide climate action.

**Report Methodology:** This report was drafted by Climate Office staff. It summarizes decisions and work completed in 2024 and outlines the 2025 K4C workplan and priorities building on this recent work. This report builds on previous K4C work plans and budgets that have been submitted to the King County Council annually since 2016.

## V. Report Requirements

This report is organized to respond to and to align with Motion 14449, which requires coordination and information annually about the K4C's budget and work plan. This section includes a budget and workplan.

### A. Budget

The K4C budget is based on shared contributions by K4C Partners as stipulated in the K4C Interlocal Agreement (ILA). The table below shows annual contributions received for calendar year 2023 based on population tier. Of note, the population of several cities in the K4C has increased compared to estimates in the original K4C ILA, and these cities' annual contributions have been updated in coordination with K4C Partners. The table depicts a total of \$53,200 in dues anticipated for 2024. None of the budget for 2025 has yet been designated for any projects, but members will vote on joint proposals as they emerge, per the protocols in the ILA.

Partner	Received 2023 Contribution	Expected 2024 Contribution
Bellevue	\$2,500	\$2,500
Bothell	\$1,200	\$1,200
Burien	\$2,000	\$2,000
Duvall	\$700	\$700
Issaquah	\$2,000	\$2,000
Kenmore	\$1,200	\$1,200
Kent	\$2,500	\$2,500
King County	\$10,000	\$10,000
Kirkland	\$2,500	\$2,500
Lake Forest Park	\$700	\$700
Maple Valley	\$1,200	\$1,200
Mercer Island	\$1,200	\$1,200
Newcastle	\$700	\$700
Normandy Park	\$700	\$700
North Bend	\$700	\$700
Port of Seattle	\$7,000	\$7,000
Redmond	\$2,500	\$2,500
Renton	\$2,500	\$2,500
Sammamish	\$2,500	\$2,500
Seattle	\$5,000	\$5,000
Shoreline	\$2,000	\$2,000
Snoqualmie	\$700	\$700
Tukwila	\$ (not rec'd)	\$1,200
<b>Total</b>	<b>\$52,000</b>	<b>\$53,200</b>

## B. Work Plan

### 1. Shared Goals - Building Decarbonization Platform and Campaign

In 2024, K4C Partners used 2023 funds to help scope a regional building decarbonization campaign and online information platform. This information platform and outreach campaign helps homeowners navigate the influx of federal, state, and utility rebates and incentive options, and find contractors to complete the work. The K4C, King County, Pierce County, Thurston County, the City of Tacoma, the City of Olympia, and the City of Seattle are working with the 501(c)3 nonprofit Building Decarbonization Coalition (BDC) as a project contractor. The platform was launched in early 2024 (at <https://www.switchison.org/wa>) and the regional partners held three events throughout the year to promote the platform and building decarbonization work overall. The initiative will extend into 2025.

This work additionally supports K4C communities by:

- Centralizing information and providing consistent resources for building decarbonization across jurisdictions;
- Delivering a high-quality outreach platform and campaign to increase community awareness of building decarbonization efforts;
- Serving as a model for a wider navigator program across the region or state: the site and campaign will inform best practices for a possible expanded Navigator program in 2025 across Washington state as the Department of Commerce invests in ways to share energy efficiency and building decarbonization incentives, information, and connections to contractors with Climate Commitment Act funding.

### 2. Climate Policy Collaboration

The K4C developed shared State Policy and Legislative Interests for 2025 that K4C Partners can use in support of developing legislative agendas and can use as a basis for drafting sign on letters or testimony.

- Approximately a dozen K4C Elected Officials are engaged through an ongoing K4C Elected Outreach Committee, which includes working on state legislative issues. In 2024, the K4C Elected Outreach Committee included participation from elected officials including those from the cities of Bellevue, Bothell, Burien, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Redmond, Sammamish, Shoreline, Tukwila, and the Port of Seattle. In 2024, the Outreach Committee collaborated to develop a shared letter of support for the ReWrap Act.
- The K4C Outreach Committee will track and analyze state bills throughout the Legislative Session and advocate for bills and investments that will advance the K4C Joint Commitments.

### 3. 2025 Restructuring After 2024 Pilot

Staff used the past year to explore new potential structures and approaches to most effectively harness the collaborative power of K4C.

- In early 2024, Partner surveys revealed that the majority of current participants have been involved with K4C only 1-2 years, indicating a need for additional relationship-building and peer learning opportunities.



- As a response, staff launched a K4C learning and networking series, meeting every other month to share resources, connect new recruits with veteran K4C participants, and provide a venue to work through program challenges and learn from the experience of others. This was well-received and generally attended by 6-8 Partner cities; this meeting series will continue throughout 2025.
- The survey also revealed that six members do not have climate actions identified yet in their Comprehensive Plans, and five have not yet drafted a Climate Action Plan.
  - County staff continue to share resources and best practices with all interested parties, including model policy language developed by King County in 2023, and a 2024 review of the common language and themes conducted by K4C Partners on the Eastside (Bellevue, Issaquah, Kirkland, Mercer Island, Redmond).
- According to the survey, the most sought-after support services that K4C could offer (some of which may include an additional cost) were group GHG inventories, legislative sign-on letters, and assistance with major grant and funding opportunities.
  - In response to these needs, staff offered frequent discussion on the latest grant funding opportunities and included Partners in some grant applications. Staff also offered ways to receive legislative updates from climate advocacy organizations, as well as access to sign-on opportunities. All of these services will be continued in 2025.
  - For GHG inventory support, staff contracted with Cascadia Consulting using 2024 funds to develop city-by-city community emissions profiles for all K4C Partners – this work is an example of a joint K4C project funded by member dues. Partners were also offered the add-on option to calculate emissions from their municipal operations: three jurisdictions will purchase this additional service, to be delivered in 2025 (Bothell, Renton, Shoreline).
- A follow up survey in November of 2024 revealed that most Partners have appreciated and benefited from the new structure and cadence, such that staff intend to maintain the following in 2025:
  - Six bi-monthly plenary meetings for high level topics, including standing agenda items on grant opportunities and legislative/policy developments.
  - An alternating meeting series in the off months (six iterations total), hosting deeper dives on complex sub-topics. Potential meeting series for 2025 include: i) Electric Vehicles; ii) Building Decarbonization; iii) Heat Pump Installation Programs.
  - Continuation of a Planning Committee (composed of two County staff, and staff from three different Partners) which helped significantly with meeting planning, hosting logistics, formal notetaking, and the development of robust meeting agendas.

#### **4. Strengthening Shared Climate Action Implementation**

- Based on extensive exploratory discussion at 2024 K4C meetings, staff in 2025 will include nearly 30 proposed actions in the draft 2025 SCAP that leverage the strengths of the K4C for more coordinated and shared implementation

- Partners will continue to explore as a group what the best tools are to achieve this vision: for example, updating the K4C Joint Commitments; the 2025 SCAP update itself; harnessing the King County Countywide Planning Policies; or other means.
- King County's Executive Climate Office will work with K4C Partners to seek additional resources to support and expand the county-wide and regional approaches to climate action and increase K4C capacity.

## VI. Conclusion/Next Actions

The 2025 K4C Work Plan and Budget build on the K4C's Joint Commitments, elected official input and engagement, and interests and direction of all K4C Partners. The K4C budget is defined by the K4C ILA. The 2025 spending priorities will align with the direction provided by the K4C's Joint Climate Action Commitments, recommendations from the K4C Elected Official Work Session, and work planning by the K4C Staff Steering Committee. The work of the K4C is an important part of the County's commitment to climate action and will directly support a range of Priority Actions and Performance Measures under consideration for the 2025 update of King County's Strategic Climate Action Plan (SCAP).

## VII. Appendices

Appendix A: Motion 14449



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

November 6, 2015

Motion 14449

Proposed No. 2015-0252.3

Sponsors Phillips and Dembowski

1 A MOTION adopting the 2015 King County Strategic  
2 Climate Action Plan, submitted in compliance with K.C.C.  
3 18.25.010.A.4.

4 WHEREAS, K.C.C. 18.25.010.A.4. requires the King County executive to  
5 transmit to the council a plan by June 29, 2015 updating the King County Strategic  
6 Climate Action Plan, and

7 WHEREAS, with this motion, the executive has transmitted to the council as  
8 Attachment A to this motion the updated plan called for in K.C.C. 18.25.010.A.4., and

9 WHEREAS, confronting climate change through effective strategies to reduce  
10 greenhouse gas emissions and prepare for the impacts of a changing climate requires an  
11 integrated countywide effort involving public, private and non-governmental  
12 partnerships, and

13 WHEREAS, the 2015 King County Strategic Climate Action Plan presents a bold  
14 course of action that will make progress toward achieving the countywide goal to reduce  
15 greenhouse gas emissions by eighty percent by 2050, and

16 WHEREAS, the 2015 King County Strategic Climate Action Plan identifies the  
17 county's top sources of greenhouse gas emissions and quantifies the greenhouse gas  
18 emissions reduction benefits of key strategies, and

19 WHEREAS, King County will continue to play a key role in the King County-  
20 Cities Climate Collaboration, whose members represent seventy-five percent of the  
21 population of the county, and which lays out a shared countywide vision for confronting  
22 climate change upon which the 2015 King County Strategic Climate Action Plan is built,  
23 and

24 WHEREAS, the 2015 King County Strategic Climate Action Plan strengthens the  
25 county's strategy to prepare for the impacts of a changing climate on local communities,  
26 infrastructure, economy, public health and safety, and the natural environment, and

27 WHEREAS, the 2015 King County Strategic Climate Action Plan advances King  
28 County's guiding principle of promoting fairness and opportunity and eliminating  
29 inequities by considering the equity and social justice impacts in its decision-making on  
30 climate change strategies, and

31 WHEREAS, the 2015 King County Strategic Climate Action Plan recognizes that  
32 the burdens and benefits of climate change will affect King County's current and future  
33 residents in disparate ways, with the potential to disproportionately affect some  
34 populations, such as those who are low-income, have limited English proficiency or  
35 reside in certain geographic areas, and

36 WHEREAS, with this motion, the executive has transmitted to the council, as part  
37 of the 2015 Strategic Climate Action Plan, the annual report on the county's major  
38 environmental sustainability programs as called for in K.C.C. 18.50.010, and

39 WHEREAS, Appendix B of the 2015 Strategic Climate Action Plan responds to  
40 Motion 14349, passed May 4, 2015, which requested that the executive consider specific

climate action activities and policies for inclusion in the 2015 Strategic Climate Action Plan, and

WHEREAS, the 2015 King County Strategic Climate Action Plan directly reflects the recommendations of a 2014 Performance Audit conducted by the King County auditor's office;

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

A. The 2015 King County Strategic Climate Action Plan, dated October 20, 2015, which is Attachment A to this motion and prepared in compliance with K.C.C 18.25.010.A.4., is hereby adopted.

B. Consistent with Ordinance 17285, which authorized the Interlocal Agreement for the King County-Cities Climate Collaboration, the executive is requested to coordinate with staff of the transportation, economy and environment committee, or its successor, in developing the annual work plans and budget for the King County-Cities Climate Collaboration under the interlocal agreement. The executive is requested to submit by January 31, and every year thereafter, the King County-Cities Climate Collaboration annual work plan and budget to the council for acceptance by motion. The 2016 work plan should include recommendations on the timing and approach for an update to the interlocal agreement that includes addressing drafting issues identified during the council's initial review of the agreement.

C. Implementation of the King County Strategic Climate Action Plan may lead to

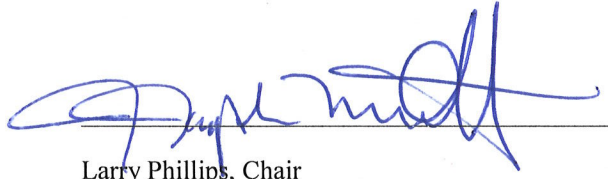
61 the need for additional resources. However, any additional FTE/TLT requests are subject  
62 to approval through the county budget process.

63

Motion 14449 was introduced on 7/6/2015 and passed as amended by the Metropolitan King County Council on 11/2/2015, by the following vote:

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

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



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Larry Phillips, Chair

ATTEST:



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Anne Noris, Clerk of the Council

**Attachments:** A. Strategic Climate Action Plan November 2015



## King County

# Metropolitan King County Council Transportation, Economy, and Environment Committee

## STAFF REPORT

<b>Agenda Item:</b>	6	<b>Name:</b>	Jake Tracy
<b>Proposed No.:</b>	2025-0043	<b>Date:</b>	February 18, 2025

## SUBJECT

Proposed Motion (PM) 2025-0043 would accept the King County-Cities Climate Collaboration (K4C) 2024 Work Plan and Budget.

## SUMMARY

K4C is a voluntary but formal partnership between King County, the Port of Seattle, and 21 cities to work together on climate and sustainability issues. K4C is supported by an Interlocal Agreement outlining areas of focus for joint work and cost-share requirements. Through K4C, staff from the partner cities share ideas and best practices and host an annual summit of elected officials to discuss climate related topics.

PM 2025-0043 would accept the 2025 Work Plan and Budget for the King County-Cities Climate Collaboration (K4C), as requested by Motion 14449. For 2025, K4C anticipates member contributions of \$53,200. K4C partners have not yet decided how to allocate the 2025 funding.

K4C's workplan for 2025 includes work in four areas: continuing creation of a building decarbonization platform and campaign, advancing climate policy in the state legislature, continuing new collaboration methods piloted in 2024, and strengthening shared commitments through the Strategic Climate Action Plan (SCAP) and other policy documents.

## BACKGROUND

**K4C Description.** K4C is a voluntary but formal partnership between King County, the Port of Seattle, and 21<sup>1</sup> cities to work together on climate and sustainability issues. K4C is supported by an Interlocal Agreement outlining areas of focus for joint work and cost-share requirements.<sup>2</sup> Through K4C, staff from the partner cities share ideas and best practices and host an annual summit of elected officials to discuss climate related topics. K4C activities include the following:

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<sup>1</sup> Bellevue, Bothell, Burien, Duvall, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Newcastle, Normandy Park, North Bend, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie, and Tukwila

<sup>2</sup> Ordinance 17285



- Outreach – to develop, refine, and utilize messaging and tools for climate change outreach to engage decision makers, other cities, and the general public.
- Coordination – to adopt consistent standards, benchmarks, strategies, and overall goals related to climate change response.
- Solutions – to share local success stories, challenges, data, and products that support and enhance climate mitigation efforts by all partners.
- Funding and resources – to secure grant funding and other shared resource opportunities to support climate-related projects and programs.

As specified in the interlocal agreement, K4C is funded by a shared funding model, scaled to member jurisdictions' population. Participating local governments determine how to use shared resources to support regional climate progress. The K4C Interlocal Agreement (ILA) includes a stipulation that 75 percent of parties must approve of budget expenditures.

Motion 14449, adopting the County's 2015 Strategic Climate Action Plan (SCAP), includes the following requirement for reporting on K4C:

*“Consistent with Ordinance 17285, which authorized the Interlocal Agreement for the King County-Cities Climate Collaboration, the executive is requested to coordinate with staff of the transportation, economy and environment committee, or its successor, in developing the annual work plans and budget for the King County-Cities Climate Collaboration under the interlocal agreement. The executive is requested to submit by January 31, and every year thereafter, the King County-Cities Climate Collaboration annual work plan and budget to the council for acceptance by motion. The 2016 work plan should include recommendations on the timing and approach for an update to the interlocal agreement that includes addressing drafting issues identified during the council's initial review of the agreement.”*

**Recent K4C Work and Actions.** According to the report, in 2024, K4C actions included partnering to implement the K4C's Joint Climate Action Commitments; supporting ongoing use of a Climate Action Toolkit adopted by the King County Council in 2021; coordination on and pursuance of new state and federal funding sources for local climate action; identification and development of shared K4C State Policy and Legislative Interests; engagement on new state commercial and residential energy codes; coordination on climate preparedness efforts; and sharing of resources from the County's Extreme Heat Mitigation Strategy.

Staff also launched a learning and networking series with partner cities, sharing best practices and resources, as well as model policy language developed by King County. As a 2023 survey found that help with greenhouse gas inventories were one of the most sought after areas of assistance from partners, 2024 funding was used to contract with Cascadia Consulting to develop city-by-city community emissions profiles for all K4C Partners. \$54,925 was used for this project.

## **ANALYSIS**

**K4C Budget.** As noted above, the contributions of each K4C partner are based on that jurisdiction's population. Table 1 below shows the anticipated contribution from each K4C partner in 2025.

**Table 1.**  
**Anticipated K4C Partner 2025 Contributions**

<b>Partner</b>	<b>Anticipated 2025 Contribution</b>
Bellevue	\$2,500
Bothell	\$1,200
Burien	\$2,000
Duvall	\$700
Issaquah	\$2,000
Kenmore	\$1,200
Kent	\$2,500
King County	\$10,000
Kirkland	\$2,500
Lake Forest Park	\$700
Maple Valley	\$1,200
Mercer Island	\$1,200
Newcastle	\$700
Normandy Park	\$700
North Bend	\$700
Port of Seattle	\$7,000
Redmond	\$2,500
Renton	\$2,500
Sammamish	\$2,000
Seattle	\$5,000
Shoreline	\$2,000
Snoqualmie	\$700
Tukwila	\$1,200
<b>Total</b>	<b>\$53,200</b>

The partners have not yet decided how to spend the 2025 funding and the approximately \$1,500 in leftover funding from 2024.

**K4C Work Plan.** The 2024 K4C Work Plan includes three areas of work.

*Building Decarbonization Platform and Campaign.* In 2024, K4C Partners used 2023 funding to help scope a regional building decarbonization campaign and online information platform. This information platform and outreach campaign helps homeowners navigate the influx of federal, state, and utility rebates and incentive options, and find contractors to complete the work. The platform was launched in early 2024.<sup>3</sup> The report states that work is expected to extend into 2025, including:

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<sup>3</sup> <https://www.switchison.org/wa>

- Centralizing information and providing consistent resources for building decarbonization across jurisdictions.
- Delivering a high-quality outreach platform and campaign to increase community awareness of building decarbonization efforts.
- Serving as a model for a wider navigator program across the region or state: the site and campaign will inform best practices for a possible expanded Navigator program in 2025 across Washington state as the Department of Commerce invests in ways to share energy efficiency and building decarbonization incentives, information, and connections to contractors with Climate Commitment Act funding.

*Climate Policy Collaboration.* K4C partners developed a legislative interests document for partners to use in advocacy, with approximately a dozen K4C elected officials working on state legislative issues through the K4C Elected Outreach Committee. The report states that partners will also engage through the ongoing elected outreach committee, which will track and analyze state bills throughout the state legislative session.

*Providing Resources.* In 2023, K4C undertook surveys of K4C staff and elected officials. Based on that feedback, K4C has undertaken changes to how it collaborates and provides resources.

- The majority of current participants have been involved with K4C only 1-2 years, indicating a need for additional relationship-building and peer learning opportunities. Staff have launched a learning and networking series that will continue into 2025.
- Six members do not have climate actions identified yet in their Comprehensive Plans, and five have not yet drafted a Climate Action Plan. County staff will continue to share best practices and model language.
- In 2025, K4C will help provide Bothell, Renton, and Shoreline with government emissions inventories.
- Meetings in 2025 will be structured as follows:
  - Six bi-monthly plenary meetings for high level topics, including standing agenda items on grant opportunities and legislative/policy developments.
  - An alternating meeting series in the off months (six iterations total), hosting deeper dives on complex sub-topics. Potential meeting series for 2025 include: i) Electric Vehicles; ii) Building Decarbonization; iii) Heat Pump Installation Programs.
  - Continuation of a Planning Committee (composed of two County staff, and staff from three different Partners) which worked on meeting planning, hosting logistics, formal notetaking, and the development of robust meeting agendas.

*Shared Climate Action Implementation.* The report states that the proposed 2025 SCAP, expected to be transmitted to Council in summer 2025, will include thirty proposed actions to leverage K4C for more coordination and shared implementation. Partners will also explore how to strengthen implementation through other documents,

such as the K4C Joint Commitments and the Countywide Planning Policies. The Executive Climate Office will also work with K4C partners to seek additional resources and support.

### **INVITED**

- Ross Freeman, EV Program Manager, Office of Climate

### **ATTACHMENTS**

1. Proposed Motion 2025-0043 (and its attachment)
2. Transmittal Letter



Signature Report

Motion

**Proposed No.** 2025-0058.1

**Sponsors** Balducci, Barón and Perry

1 A MOTION relating to public transportation, requesting  
2 that the Metro transit department report on unplanned trip  
3 cancellations, describe how information about unplanned  
4 trip cancellations for fixed-route bus service could more  
5 quickly and efficiently be provided to inform transit riders  
6 in real time, and describe how metrics about unplanned trip  
7 cancellations could be incorporated into the next update of  
8 the King County Metro Service Guidelines to inform  
9 operational and investment decisions.

10 WHEREAS, the King County Metro Service Guidelines ("the Service  
11 Guidelines"), which were updated in 2021 by Ordinance 19367, guide the development  
12 of the transit system through criteria to develop, modify, and evaluate transit service, and

13 WHEREAS, the Service Guidelines identify performance measures for fixed-  
14 route bus service, which the Metro transit department monitors and evaluates to  
15 determine if investments or operational changes should be made to meet community  
16 needs, and

17 WHEREAS, schedule reliability is identified in the Service Guidelines as one of  
18 the performance measures for fixed-route service, and

19 WHEREAS, schedule reliability is defined as buses adhering to published  
20 schedules within reasonable variance, specifically that a bus route should be no more than

21 five minutes later or one minute earlier than its scheduled arrival time more than twenty  
22 percent of the time, or, for routes that provide frequent service, more than three minutes  
23 from the scheduled headway more than twenty percent of the time, and

24 WHEREAS, schedule reliability, which is measured in terms of the number of  
25 annual transit service hours that would be required for routes not operating reliably to  
26 meet the reliability standard, is reported for each route each year in the system evaluation  
27 report required by Ordinance 19367, and

28 WHEREAS, in the years following the pandemic, a related issue has emerged,  
29 that of unplanned transit trip cancellations, and

30 WHEREAS, unplanned trip cancellations, which are defined as scheduled trips  
31 that do not take place, can happen for many reasons, including when there is either no  
32 operator or no vehicle available at the transit base for a specific bus route, meaning that  
33 the entire run of that bus route must be canceled, and

34 WHEREAS, unplanned trip cancellations have a similar impact on transit riders  
35 as routes that are unreliable, in that, in both cases, buses do not arrive at their stops at the  
36 scheduled time, but have different causes and different solutions, as issues with schedule  
37 reliability are typically caused by traffic congestion along a bus route and can be  
38 addressed either by investing in capital improvements to enhance transit speed and  
39 reliability or by adding transit service hours to adjust the bus schedule, while issues with  
40 unplanned trip cancellations can be caused by a shortage of staff or operable fleet  
41 meaning that the bus never leaves the transit base and can be addressed by adding staff or  
42 fleet, and

43 WHEREAS, Ordinance 19581, which approved the Metro Service Recovery Plan

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44 following the pandemic, acknowledged the challenge of unplanned trip cancellations and  
45 encouraged the Metro transit department to take all steps necessary to match service  
46 plans to achievable operational capacity, including, if needed, by making additional  
47 emergency service reductions so that transit riders could depend on the Metro transit  
48 department to provide scheduled service on a daily basis without last-minute  
49 cancellations, and

50 WHEREAS, in response to Ordinance 19581, the Metro transit department  
51 implemented emergency service reductions in September 2023 to match service levels to  
52 operational capacity, and

53 WHEREAS, in addition, the Metro transit department developed new operational  
54 protocols to respond to a nationwide steering column recall that affected a significant  
55 portion of the bus fleet and has initiated a service and workforce initiative that has sought  
56 to reduce unplanned trip cancellations, recruit more bus operators, vehicle mechanics,  
57 and other operational staff to reduce the level of vacancies, and relieve other operating  
58 capacity constraints to better maintain scheduled service levels and provide more reliable  
59 service across the system, and

60 WHEREAS, because of those efforts, the Metro transit department reports  
61 improved service dependability reliability in the provision of scheduled trips on average  
62 each day;

63 WHEREAS, the Metro transit department monitors and evaluates unplanned trip  
64 cancellations and schedule reliability to inform operational and investment decisions, and

65 WHEREAS, to maintain rider confidence in the transit system, it is imperative  
66 that the Metro transit department quickly and efficiently make information available to

67 inform transit riders of delays or trip cancellations in real time, and

68 WHEREAS, the Metro transit department maintains an alert system for which  
69 riders can register to receive real-time updates on unplanned trip cancellations and other  
70 trip disruptions for individual routes and services through text or email, and

71 WHEREAS, Ordinance 19367 requires the executive to transmit to the council an  
72 ordinance to update the Service Guidelines within seven years of transmittal, meaning  
73 that updates to the Service Guidelines are expected to be considered no later than 2028,  
74 and

75 WHEREAS, as the Metro transit department develops a proposal for the next  
76 update to the Service Guidelines, it is appropriate to include data and information about  
77 unplanned trip cancellations and how unplanned trip cancellations will inform operational  
78 and investment decisions;

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

80 A. The council requests that the Metro transit department report on unplanned  
81 trip cancellations for the period to be covered in the 2025 system evaluation report that is  
82 required by Ordinance 19367, with this information to be provided as an appendix to the  
83 2025 system evaluation report, which is due to be transmitted to the council by October  
84 31, 2025.

85 B. The council requests that the Metro transit department provide updates to the  
86 transportation, economy, and environment committee at each of the next two general  
87 manager updates during 2025 on how information about unplanned trip cancellations is,  
88 or could be, quickly and efficiently provided to inform transit riders in real time of delays  
89 or cancellations via communications from the Metro transit department and information



90 provided to third party transit planning applications.

91 C. The council requests that the Metro transit department provide a briefing to  
92 the regional transit committee and the transportation, economy, and environment  
93 committee or its successor no later than February 28, 2026, to describe how metrics about  
94 unplanned trip cancellations could be incorporated into the next update of the Service  
95 Guidelines to inform operational and investment decisions.

96

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None



## King County

# Metropolitan King County Council Transportation, Economy & Environment Committee

### STAFF REPORT

<b>Agenda Item:</b>	9	<b>Name:</b>	Mary Bourguignon
<b>Proposed No.:</b>	2025-0058	<b>Date:</b>	February 18, 2025

### SUBJECT

Proposed Motion 2025-0058 would ask Metro to report on unplanned trip cancellations.

### SUMMARY

Metro's adopted Service Guidelines<sup>1</sup> set criteria to develop, modify, and evaluate transit service. One of the Service Guidelines' key performance measures for fixed-route bus service is **schedule reliability**, meaning that buses run on time. This term specifically pertains to buses that are traveling along the route but not meeting their schedule; it does not account for bus trips that are entirely canceled. Metro's annual System Evaluation report<sup>2</sup> measures the performance of each bus route, including identifying routes with reliability issues and the needed investment to address those issues.

Since the pandemic, a related issue has arisen, that of **unplanned trip cancellations**, which are scheduled trips that do not take place, typically because the bus never leaves the bus base. Reliability issues and unplanned trip cancellations have similar impacts on transit riders: the bus they are expecting does not show up on time. However, they have different causes and different solutions.

Proposed Motion 2025-0058 would ask Metro to report on unplanned trip cancellations:

- Add an appendix to the 2025 System Evaluation report summarizing trip cancellations for fixed-route service during the time period studied for that report.
- Update the TrEE Committee at each of the next two General Manager reports on how information about unplanned trip cancellations is, or could be, provided to riders in real time, either directly by Metro or through third party applications.
- Brief the RTC and TrEE Committees by February 28, 2026, on how metrics about unplanned trip cancellations could be incorporated into the next update of the Service Guidelines to inform operational and investment decisions.

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<sup>1</sup> Ordinance 19367, Attachment B

<sup>2</sup> Motion 16733

## **BACKGROUND**

**Schedule reliability.** Metro's adopted Service Guidelines<sup>3</sup> guide the operations of the transit system through criteria to develop, modify, and evaluate transit service. The Service Guidelines identify performance measures for fixed-route bus service, which are shown below in Table 1. These performance measures are used to guide operational and investment decisions for bus service.

**Table 1. Performance Measures for Fixed-Route Service  
In Current Service Guidelines<sup>4</sup>**

<b>Type of Measure</b>	<b>Measures Used</b>
Ridership	Average daily ridership
Productivity <sup>5</sup>	Rides per platform hour Passenger miles per platform mile
Passenger loads	Average of maximum load per trip
Reliability	Trips arriving more than 5 minutes late at a time point
Equity <sup>6</sup>	Equity Prioritization Score Opportunity Index Score

Information about these performance measures is published each year in the annual System Evaluation report, which is transmitted to the Council each October. One of these performance measures, schedule reliability, is used in the annual System Evaluation report as one of three priorities for making service hour investments in specific bus routes.<sup>7</sup>

Schedule reliability is defined as a bus arriving no more than five minutes later or one minute earlier than its scheduled arrival time more than 20% of the time, or, for routes that provide frequent service, such as RapidRide lines, more than three minutes from the scheduled headway<sup>8</sup> more than 20% of the time. This term specifically pertains to buses that are traveling along the route but not meeting their schedule; it does not account for bus trips that are entirely canceled.

When a bus route is not running reliably, there are two ways to address the problem:

- Service hours can be invested in the route so that its schedule accurately reflects the amount of time it takes the bus to complete its route; or, alternatively,

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<sup>3</sup> Ordinance 19367, Attachment B

<sup>4</sup> Ordinance 19367, Attachment B, p. 4

<sup>5</sup> Rides/platform hour measures the number of riders who board a bus relative to the total number of hours the vehicle operates. Passenger miles/platform mile measures the total miles riders travel on a route relative to the total miles the vehicle operates.

<sup>6</sup> More information about the Service Guidelines and the equity measures can be found [here](#).

<sup>7</sup> The three priorities for service investments are: (1) reduce crowding, by adding service to overcrowded routes; (2) improve reliability, by adding service to routes that run late; and (3) grow service by filling the gap between current service levels and the service levels planned for the future in the Metro Connects long-range plan.

<sup>8</sup> Bus headway is the distance between two consecutive vehicles expressed in time. The more headway there is between vehicles, the longer a rider has to wait for the next bus ([link](#)).

- Metro can work with local jurisdictions to invest in speed and reliability capital improvements along the route, such as bus-only lanes or transit priority signal lights, to help the bus move more quickly.

Metro's 2024 System Evaluation report<sup>9</sup> identified a needed service hour investment of 26,850 annual service hours<sup>10</sup> on 59 routes to address schedule reliability issues. Routes with identified reliability investment needs include:

- **South county routes:** 107, 161 (new to the list); 106, 111, 124, 125, 128, 131, 153, 162, 168, 177, 182, 183, 192, H
- **East county routes:** 218, 221, 225, 230, 249, 250, 255, 269 (new to the list); 208, 212, 226, 240, 271
- **North county routes:** 311, 372 (new to the list); 302, 348
- **Seattle routes:** 12, 17, C (new to the list); 1, 5, 7, 8, 9, 11, 21, 24, 27, 28, 31, 32, 33, 40, 43, 49, 60, 62, 65, 67, E

Metro uses information about schedule reliability to make administrative adjustments to bus routes to more closely align bus schedules with actual travel time. In addition, it coordinates with local jurisdictions on capital improvements to expedite bus travel through congested areas.

Prior to the pandemic, the list of routes with reliability issues identified each year in the System Evaluation report also guided service investments to be made during Metro's regular Spring and Fall service changes.<sup>11</sup> However, Metro's service changes are currently focused around implementing the Service Recovery Plan,<sup>12</sup> which the Council adopted in 2023 as a way to help Metro recover from the pandemic by restoring service gradually over several biennia with a focus on transit restructures designed around Link light rail extensions.

**Unplanned trip cancellations.** An unplanned trip cancellation results when a scheduled bus trip does not take place. Unplanned trip cancellations can happen for many reasons, but most commonly result when the bus never leaves the base to start its route, due to a shortage of staff or fleet.<sup>13</sup>

An unplanned trip cancellation has the same impact on a transit rider as a schedule reliability issue: the bus does not arrive on time. However, unplanned trip cancellations cannot be solved the same way as schedule reliability issues, by adding additional service hours or by investing in speed and reliability improvements. When there is an

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<sup>9</sup> Motion 16733

<sup>10</sup> For context, Metro currently operates just under 4 million annual service hours on all routes.

<sup>11</sup> KCC 28.94.020.B allows Metro's General Manager to make changes to Metro's services without Council review either in the case of an emergency or for administrative-level changes that affect a route's weekly service hours by 25% or less, move the location of a bus stop by ½ mile or less, or only change route numbers. All other (non-emergency, non-administrative) changes are considered major service changes and require review and approval by the Council following the procedures outlined in the adopted King County Metro Service Guidelines (Ordinance 19367, Attachment B).

<sup>12</sup> Ordinance 19581

<sup>13</sup> Trips may also be cancelled due to inclement weather or because of incidents that happen during a route that mean a bus cannot continue its service (such as a vehicle malfunction or a crash).

unplanned trip cancellation, it is typically because there is a shortage of staff or fleet, something that more service hours or bus priority lanes cannot solve.

Metro tracks unplanned trip cancellations through a metric of **trip delivery** each day (the number of bus trips in which the bus leaves the base and travels its route) and uses information about missed trips (unplanned trip cancellations) to allocate staff and fleet among its bases.<sup>14</sup> However, trip delivery is not currently one of the performance measures for fixed-route service that is listed in the adopted Service Guidelines or reported on each year in the annual System Evaluation report.

Metro's current target for trip delivery is 99.7%. This means that, on any given day, the goal is that 99.7% of planned bus trips will occur and only 0.3% of planned trips will be missed, or, in other words, there will be 0.3% unplanned trip cancellations on any given day. Metro currently operates more than 11,500 bus trips per day, so achieving this 99.7% target for trip delivery means approximately 30 unplanned trip cancellations each day.

Due to operating staff shortages beginning in 2022, Metro experienced an increase in unplanned trip cancellations. Unplanned trip cancellations were exacerbated by a nationwide steering column part recall,<sup>15,16</sup> which affected a significant portion of Metro's fleet in 2022 and 2023. During 2022, trip delivery reached a low of 93.8%, and then declined further, to 93.2% by July 2023. Based on its schedule of approximately 11,500 bus trips per day, Metro experienced on average between 710 and 780 unplanned trip cancellations each day during this time.

In response to a Council request in early 2023 to reduce service, if necessary, to match service levels to operational capacity and minimize unplanned trip cancellations,<sup>17</sup> Metro implemented emergency service reductions during the Fall 2023 service change.<sup>18</sup> These emergency service reductions, as well as new operational protocols to allocate fleet and staff among bases, and Metro's Service and Workforce Initiative to recruit and train bus operators, vehicle mechanics, and other operational staff, allowed Metro to increase trip delivery to 97.7% by December 2023. Trip delivery fluctuated between 98.4% and 99.1% during 2024. In other words, unplanned trip cancellations were between 0.9% and 1.6%.

## **ANALYSIS**

After rising during 2022 and 2023, in response to a combination of staffing shortfalls and a nationwide recall that affected a significant portion of Metro's fleet, unplanned trip cancellations have declined over the last year, with Metro currently near its 99.7% target for daily trip delivery.

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<sup>14</sup> Metro's trip delivery can be tracked using the Pantograph web site ([link](#))

<sup>15</sup> National Highway Traffic Safety Administrative, Part 573 Safety Recall Report 22V-943 ([link](#))

<sup>16</sup> King County Metro, Metro Matters, Bus fleet update: Manufacturer replacement parts allow repairs to continue, January 12, 2023 ([link](#))

<sup>17</sup> Ordinance 19581

<sup>18</sup> The September 2023 emergency service changes resulted in a reduction of 150,000 service hours (approximately 3.8% of service levels) that suspended 20 routes and reduced service levels on 12 routes.

Even at 99.7% trip delivery, however, as noted above, approximately 30 bus trips a day (out of the total 11,500 trips Metro has planned each weekday) will not occur for some reason, becoming unplanned trip cancellations.

For a bus that leaves the bus base as planned and travels along its route, issues of schedule reliability will determine whether the bus shows up at a given stop at the scheduled time. Buses may be delayed by traffic congestion, construction, or other unplanned events.

As described above, both unplanned trip cancellations and issues with schedule reliability have the same impact on the rider: a bus does not show up at the stop when scheduled. However, as described above, they have different causes and different potential solutions. Metro reports on schedule reliability for fixed-route bus service in the annual System Evaluation report but does not currently report on unplanned trip cancellations in that report.

Metro indicates that it provides real-time information on both unplanned trip cancellations and schedule reliability issues through its transit alert system and that this information is available to third party transit planning applications.

Proposed Motion 2025-0058 would ask Metro to report on unplanned trip cancellations:

- A. Include data in the annual System Evaluation report.** Add an appendix to the 2025 System Evaluation report<sup>19</sup> summarizing unplanned trip cancellations for fixed-route bus service during the time period studied for that report.<sup>20</sup>
- B. Inform transit riders in real time.** Update the TrEE Committee at each of the next two quarterly General Manager reports<sup>21</sup> to TrEE on how information about unplanned trip cancellations is, or could be, provided to riders, either directly by Metro or through third party applications to inform transit riders in real time of delays or cancellations.

The concern Councilmembers have expressed is that, without accurate real-time information, transit planning apps can show “ghost buses,” that is, buses that are scheduled to arrive, but either arrive late (due to schedule reliability issues) or do not arrive at all (if there is an unplanned trip cancellation). Accurate real-time information cannot solve either problem but can give transit riders the information they need to plan their trips.

In terms of current practice, Metro notes that it offers a transit alert system,<sup>22</sup> through which riders can sign up to receive updates via text message or email

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<sup>19</sup> The annual System Evaluation report provides information about the performance of each route in the system. It is due to be transmitted to Council each year by October 31.

<sup>20</sup> The System Evaluation is generally based on transit performance from the previous Fall service change time period. Thus, the 2025 System Evaluation is likely to be based on the time period from mid-September 2024 through mid-March 2025.

<sup>21</sup> The Metro General Manager has provided quarterly updates to TrEE during each of the last several years to share information about ridership and service recovery, transit safety and security, and Metro's operational capacity.

<sup>22</sup> King County Metro, Sign up for transit alerts ([link](#))

about selected routes. Metro also makes trip delivery information available to third party applications, such as One Bus Away.<sup>23</sup>

- C. Incorporation trip cancellation metrics into the Service Guidelines.** Brief the RTC and TrEE Committees by February 28, 2026, on how metrics about unplanned trip cancellations could be incorporated into the next update of the Service Guidelines to inform operational and investment decisions.

The Service Guidelines were last updated in 2021. The ordinance that updated the Service Guidelines<sup>24</sup> asked the Executive to transmit the next update within seven years. As a result, the Service Guidelines are expected to be updated next in 2028. During the 2021 update, equity measures were added to the Service Guidelines' list of performance measures. Proposed Motion 2025-0058 would ask the Executive to describe how metrics about unplanned trip cancellations could be incorporated into this list of performance measures.

### **INVITED**

- Katie Chalmers, Service Development Managing Director, Metro Transit Department
- Jacob Brett, Transportation Planner, Metro Transit Department

### **ATTACHMENTS**

1. Proposed Motion 2025-0058

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<sup>23</sup> One Bus Away ([link](#))

<sup>24</sup> Ordinance 19367



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Motion

**Proposed No.** 2025-0081.1

**Sponsors** Perry

1                   A MOTION confirming one corrected reappointment for  
2                   the King County Library System board of trustees; and  
3                   rescinding Motion 16744.

4                   WHEREAS, the King County council wishes to rescind Motion  
5   16744, passed on February 4, 2025, and confirm the reappointment to the  
6   King County Library System board of trustees with the correct expiration  
7   date;

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

9                   A. Motion 16744 is rescinded.

10                  B. The county executive's reappointment of Srini Raghavan, who resides in



- 11 council district three, to the King County Library System board of trustees, for a five-year  
12 term to expire on January 1, 2030, is hereby confirmed.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

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Girmay Zahilay, Chair

ATTEST:

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Melani Hay, Clerk of the Council

**Attachments:** None