ADDITIONAL MEETING

MATERIALS

KING COUNTY

COUNCIL

2nd Omnibus (Proposed Ordinance 2026-0282.2) Amendment Tracker

November 24, 2026, Full Council Meeting

#	1st Page & Line #	Sponsor	Appropriation Unit(s)	Amendment Description	Outcome
1	Pg. 40, Line 885 (Paul/Paribello)	Dembowski	Various	Would correct organization names in the proposed ordinance.	
2	Pg. 84, Line 1883 (Brudnicki)	Dunn, Dembowski	Water and Land Resources Shared Services	Would add $200,000 and restrict $450,000 for the Washington State Department of Fish and Wildlife and its contractor to test gill netting as a strategy for reducing predator fish in Lake Washington. In the 2025 1st Omnibus, a $250,000 expenditure restriction was added for testing of gill netting as a strategy for reducing predator fishes and achieving larger salmon returns in Lake Washington. The money was carried forward into the 2026-2027 biennium. This would increase the planned expenditure by $200,000.	
3A	Pg. 93, Line 2099 (Underwood-Bultmann)	Perry, Mosqueda, Lewis	DLS Admin, Planning and Permitting	Would amend an existing expenditure restriction to direct purchase of permitting software in 2027 based on reimbursement of Fund 3280, the General Technology Capital Fund, through the permitting fee surcharge, subject to completion of a permitting customer experience report and permitting software implementation plan. Would move the two permitting provisos (permitting fee methodology report & permitting software implementation plan) from DLS Admin to Planning and Permitting, at the Executive's request. **This amendment competes with Amendment 3B.**	

#	1st Page & Line #	Sponsor	Appropriation Unit(s)	Amendment Description	Outcome
3B	Pg. 96, Line 2156 (Sanders)	Dembowski, Perry	DLS Admin, Planning and Permitting	Would move the two permitting provisos (permitting fee methodology report & permitting software implementation plan) from DLS Admin to Planning and Permitting, at the Executive's request. ***This amendment competes with Amendment 3A.***	
4	Pg. 134, Line 3032 (Porter)	Fain	County Hospital Levy	Would require that, of the $34M in CHL dollars encumbered for major maintenance, repair or replacement, and capital projects, no less than $10M shall be allocated to the 13th floor renovation of the Ninth and Jefferson Building to expand and add infusion services and integrate neuroscience clinical spaces.	
5	Pg. 161, Line 3634 (Brey)	Fain	Housing and Community Development	Would revise ER8 to reduce the $5 million for the Tiny Home Village at Spruce Street to $4 million and add $1 million for the Tiny Home Village at Church by the Side of the Road.	
6	Pg. 179, Line 4044 (Sanders)	Dembowski	Solid Waste Division	Would amend proviso P7 (requiring SWD to publish a request for information regarding innovative waste disposal methods and report back to the Council on responses) in the following ways: • Change the deadline to the end of May (Executive request) • Change the due date from a "should" to a "shall"	
7	Pg. 194, Line 4389 (Bourguignon)	Balducci	Transit	Would address transit service issues related to the East Link Connections Mobility Project approved in 2025. Specifically, it would: • Remove ER12, which would have required the Executive to propose a service change ordinance by February 23, 2027, for Council review and approval and implementation at the Fall 2027 service change to add at least 21,000 service hours to address transit service gaps and lack of connectivity to Link light rail that resulted from the East Link Connections transit restructure.	

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				• Redraft P16 to require the Executive to transmit a service change ordinance to Council by July 29, 2027, for implementation at the Spring 2028 service change, to alleviate the transit service gaps on Richards Road in Bellevue, potentially through a combination of changes to Routes 226 and 240. • Add a new proviso for an East Link Connections Transit Gap & Connectivity report to analyze potential options to address transit service gaps and connectivity issues in the Bel-Red, Crossroads, and Factoria neighborhoods of Bellevue, on Eastgate Way, and between Issaquah, Eastgate, and Downtown Seattle. • Add a new proviso for a Mercer Island Transit Connectivity Report to analyze potential options to improve connectivity to Link light rail.	
8	Pg. 200, Line 4510 (Bourguignon)	Barón	Transit	Would revise ER15, which had encumbered $14.655 million to deliver 114,000 annual transit service hours during 2027 to the Seattle/Vashon Service Recovery Mobility Project, to instead encumber $4.16 million to deliver 50,000 annual transit service hours at the Fall 2027 service change to the Seattle/Vashon Service Recovery Mobility Project. Would revise P20, related to restoration of transit service in the Seattle/Vashon Mobility Project area, to add requirements for more information about Metro's plans to restore the transit service that had been planned for 2027 in this geographic area but is now delayed.	
9	Pg. 200, Line 4525 (Bourguignon)	Dembowski	Transit	Would encumber $300,000 for Metro to hire two TLTs to assist with the transit service planning necessary to address transit service gaps that have resulted from the bus restructures over the last several years related to the expansion of Link light rail to the north, south, and east, and address transit service recovery in the	

#	1st Page & Line #	Sponsor	Appropriation Unit(s)	Amendment Description	Outcome
				Seattle/Vashon Service Recovery Mobility Project area.	
10	Pg. 223, Line 5040 (Bourguignon)	Dembowski	Transit	Would revise P18, which is linked to Transit ER11, which is holding $1.5 million to cover the cost of 16,000 additional transit service hours along the SR-522 corridor during September-December 2027. As amended, the proviso would request the Executive to: • Transmit a service change ordinance by February 23, 2027, for Council review and approval for implementation at the Fall 2027 service change to provide service along a substantial portion of State Route 522 from UW Seattle to UW Bothell to address transit service gaps that resulted from the Lynnwood Link Connections restructure. The moneys encumbered by ER11 will be released only after the service change ordinance is adopted by the Council and only if the service change ordinance is for service to be implemented in Fall 2027. • As an alternative, if the Executive determines that it is not feasible to transmit a service change ordinance by February 23, 2027, the Executive is required to transmit a letter providing information on a plan to transmit a service change in time for implementation at the Spring 2028. In that case, the moneys encumbered by ER11 would not be released.	
11	Pg. 229, Line 5177 (Bourguignon)	Fain	Transit	Would change the date of Transit proviso P21, requiring a report on transit service gaps in Kent and Des Moines, from May 27, 2027, to August 1, 2027.	
12	Pg. 240, Line 5420 (Hsu)	Perry	Parks and Recreation	Would revise the ER requiring any agreement with external parties on use and ownership of the proposed Marymoor complex to provide for public use of the	

#	1st Page & Line #	Sponsor	Appropriation Unit(s)	Amendment Description	Outcome
				complex, and for the terms to detail when leagues will have access of the complex, by changing the word "should" to "shall."	
T1	Pg. 1, Line 1	Dembowski	N/A	Would amend the title to comport with the changes made in Amendment 2. No title amendment is necessary if Amendment 2 is not adopted.	

November 18, 2026
Councilmanic Grants

1

[G. Paul/B. Paribello]

Sponsor: Dembowski

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 40, line 885, after "Finn Hill Neighborhood" strike "Association" and insert "Alliance"

On page 75, on line 1677, after "Post" strike "119" and insert "19"

On page 79, after line 1778, insert:

"Alimentando al Pueblo $35,000"

On page 82, strike everything on line 1847.

On page 83, beginning on line 1860, strike everything through "$30,000" on line 1861.

EFFECT prepared by *G. Paul & B. Paribello*: This amendment would:

- **correct the name of an organization in a VSHSL expenditure restriction related to Veterans Services Organizations councilmanic grants;**
- **correct the name of an organization in an External Support expenditure restriction related to LTGO bond community projects; and**

- **change the recipient of two Council District 8 councilmanic grants under VSHSL Local Solutions.**

2

11/19/2026
Fish Predation ER

Sponsor: Dunn, Dembowski

[A. Brudnicki]

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 84, strike lines 1883 through 1885 and insert:

"Water and land resources shared services ($452,000)

The maximum number of additional FTEs for water and land resources shared services shall be: (1.0)

SECTION 44. The council directs that section 43 of this ordinance takes effect before section 45 of this ordinance.

SECTION 45. Ordinance 20023, Section 79, as amended, is hereby amended as follows:

WATER AND LAND RESOURCES SHARED SERVICES - From the water and land resources shared services fund there is hereby appropriated to:

Water and land resources shared services $450,000

ER1 EXPENDITURE RESTRICTION:

Of this appropriation, $450,000 shall be expended or encumbered solely to support work by the Washington state Department of Fish and Wildlife and its contractor, Hickey Bros. Research, LLC, for continued testing of gill netting as a strategy for reducing the abundance of predator fishes in Lake Washington, with the intent of achieving larger returns of salmon in future years."

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

EFFECT prepared by *A. Brudnicki*: *Would restrict $450,000 in the Water and Land Resources Shared Services budget for the Washington State Department of Fish and Wildlife and its contractor to test gill netting as a strategy for reducing predator fish in Lake Washington. In the 2025 First Omnibus, a $250,000 expenditure restriction was added for testing of gill netting as a strategy for reducing predator fishes and achieving larger salmon returns in Lake Washington. The money was carried forward into the 2026-2027 biennium. This would increase the planned expenditure by $200,000.*

3A

November 21, 2026
Permit software expenditure restriction

Sponsor: Perry, Mosqueda, Lewis

[L. Underwood-Bultmann]

Proposed No.: 2026-0282

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 93, line 2099, after "Replacement." insert "Subject to completion of the permitting customer experience report required by Proviso P5 of this section and the permitting software implementation plan required by Proviso P7 of this section, the permitting division shall initiate the procurement process for permitting software in 2027, working with the county executive to reimburse fund 3280, the general technology capital fund, as revenues become available as allowed through the permitting fee surcharge collected under K.C.C. 27.02.202."

On page 96, after line 2156, insert:

"P6 PROVIDED FURTHER THAT:

Of this appropriation, $250,000 shall not be expended or encumbered until the executive transmits a permitting fee methodology report 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, ordinance section, and proviso number in both the title and body of the motion.

The report shall include, but not be limited to:

A. A summary of how the permitting fees respond to council direction in Ordinance 20021, Section 37, which included streamlining K.C.C. Title 27 to reduce the number of times an applicant pays a fee for the same application, improve readability, organize fees for the same reviews in the same section of code, and reevaluate how to apply the screening fee;

B. An analysis of permit staffing models from other jurisdictions, including an identification of best practices for the organization of review staff;

C. A breakdown of the number of hours of review by discipline for each permit fee type and information on the hourly costs for staff by position for 2027;

D. Forecasts of application submittals by permit types based on trends in the years 2023 through 2026;

E. An analysis on the permitting surcharge for ongoing technology needs and the division's fund balance;

F. Permitting fee cost drivers that may undermine county priorities including, but not limited to, housing, economic development, and the environment, and strategies to advance those county priorities through the permitting process, with any related recommendations from the permitting audit and the permitting advisory panel; and

G. Proposed fees for every type of permit that is issued by the permitting division.

The executive should electronically file the report and the motion required by this proviso and, as necessary based on the review of the responses to subsections A. through G. of this proviso, a proposed permitting fee ordinance by July 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all

councilmembers, the council chief of staff, and the lead staff for the local services and land use committee or its successor.

P7 PROVIDED FURTHER THAT:

Of this appropriation, $250,000 shall not be expended or encumbered until the executive transmits a permitting software implementation plan and a motion that should acknowledge receipt of the plan and a motion acknowledging receipt of the plan is passed by the council. The motion should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion.

The implementation plan shall include, but not be limited to:

A. Key findings from permitting staff input and permitting audit recommendations;

B. A list of division-identified minimum features;

C. An evaluation of the feasibility of customer-focused application programming interfaces, including, but not limited to, options for tracking review timelines, integration into MyBuildingPermit, and existing data migration, integration into existing geographic information system data, digital review software, or finance software;

D. Estimated costs, including ongoing licensing costs, one-time transition costs, and any program management work needed;

E. Estimated timelines for configuration, testing, data migration, deployment, and training;

F. County staff key roles and responsibilities; and

G. A draft minimum requirements document that includes information from the responses to subsections A. through F. of this proviso, which will serve as a foundation for the procurement process.

The executive should electronically file the report and the motion required by this proviso by August 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the local services and land use committee or its successor."

Beginning on page 107, strike lines 2412 through 2469

On page 110, at the beginning of line 2470, strike "P8" and insert "P6"

EFFECT prepared by Liz Underwood-Bultmann: This amendment would:

- **Amend an existing expenditure restriction to direct purchase of permitting software in 2027 based on reimbursement of Fund 3280, the General Technology Capital Fund, through the permitting fee surcharge, subject to completion of a permitting customer experience report and permitting software implementation plan, and**
- **Move the two permitting provisos (permitting fee methodology report & permitting software implementation plan) from Local Services Administration to Planning and Permitting at the Executive's request.**

3B

November 19, 2026
Permitting proviso change

Sponsor: Dembowski, Perry

[A. Sanders]

Proposed No.: 2026-0282

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 96, after line 2156, insert:

"P6 PROVIDED FURTHER THAT:

Of this appropriation, $250,000 shall not be expended or encumbered until the executive transmits a permitting fee methodology report 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, ordinance section, and proviso number in both the title and body of the motion.

The report shall include, but not be limited to:

A. A summary of how the permitting fees respond to council direction in Ordinance 20021, Section 37, which included streamlining K.C.C. Title 27 to reduce the number of times an applicant pays a fee for the same application, improve readability, organize fees for the same reviews in the same section of code, and reevaluate how to apply the screening fee;

B. An analysis of permit staffing models from other jurisdictions, including an identification of best practices for the organization of review staff;

C. A breakdown of the number of hours of review by discipline for each permit fee type and information on the hourly costs for staff by position for 2027;

D. Forecasts of application submittals by permit types based on trends in the years 2023 through 2026;

E. An analysis on the permitting surcharge for ongoing technology needs and the division's fund balance;

F. Permitting fee cost drivers that may undermine county priorities including, but not limited to, housing, economic development, and the environment, and strategies to advance those county priorities through the permitting process, with any related recommendations from the permitting audit and the permitting advisory panel; and

G. Proposed fees for every type of permit that is issued by the permitting division.

The executive should electronically file the report and the motion required by this proviso and, as necessary based on the review of the responses to subsections A. through G. of this proviso, a proposed permitting fee ordinance by July 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the local services and land use committee or its successor.

P7 PROVIDED FURTHER THAT:

Of this appropriation, $250,000 shall not be expended or encumbered until the executive transmits a permitting software implementation plan and a motion that should acknowledge receipt of the plan, and a motion acknowledging receipt of the plan is passed by the council. The motion should reference the subject matter, the proviso's

ordinance, ordinance section, and proviso number in both the title and body of the motion.

The implementation plan shall include, but not be limited to:

A. Key findings from permitting staff input and permitting audit recommendations;

B. A list of division-identified minimum features;

C. An evaluation of the feasibility of customer-focused application programming interfaces, including, but not limited to, options for tracking review timelines, integration into MyBuildingPermit, and existing data migration, integration into existing geographic information system data, digital review software, or finance software;

D. Estimated costs, including ongoing licensing costs, one-time transition costs, and any program management work needed;

E. Estimated timelines for configuration, testing, data migration, deployment, and training;

F. County staff key roles and responsibilities; and

G. A draft minimum requirements document that includes information from the responses to subsections A. through F. of this proviso, which will serve as a foundation for the procurement process.

The executive should electronically file the report and the motion required by this proviso by August 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the local services and land use committee or its successor."

Beginning on page 107, strike lines 2412 through 2469

On page 110, at the beginning of line 2470, strike "P8" and insert "P6"

EFFECT prepared by A. Sanders: Would move the two permitting provisos (permitting fee methodology report & permitting software implementation plan) from DLS Admin to Planning and Permitting, at the Executive's request.

4

November 19, 2026
CHL ER4 Update

Sponsor: Fain

[S. Porter]

Proposed No.: 2026-0282

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 134, on line 3032, after "clinical spaces." insert "Of the $34,000,000 restricted by this expenditure restriction, no less than $10,000,000 shall be expended or encumbered solely to support the 13th floor renovation."

EFFECT prepared by *S. Porter*: *Would add specificity regarding the minimum amount from ER4 that shall be allocated to the 13th floor renovation of the Ninth and Jefferson Building to expand and add infusion services and integrate neuroscience clinical spaces.*

November 20, 2026
THV Allocation

5

[O. Brey]

Sponsor: Fain

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 161, after line 3634, insert:

"Tiny Home Village at Church by the Side of the Road, operated by Low Income Housing Institute $1,000,000"

On page 161, on line 3635, after "Village" insert "at Spruce Street"

On page 161, on line 3635, after "Institute" strike "$5,000,000" and insert "$4,000,000"

EFFECT prepared by *O. Brey*: This amendment would revise ER8 in the Housing and Community Development Appropriation Unit to reduce the $5 million for the Tiny Home Village at Spruce Street to $4 million and add $1 million for the Tiny Home Village at Church by the Side of the Road.

November 19, 2026
SWD Proviso Change

6

[A. Sanders]

Sponsor: Dembowski

Proposed No.: 2026-0282

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 179, on 4044, after "The executive" strike "should" and insert "shall"

On page 179, on 4045, after "proviso by" strike "April 1" and insert "May 31"

EFFECT prepared by A. Sanders: Would amend the Solid Waste Division proviso P7 (requiring SWD to publish a request for information regarding innovative waste disposal methods and report back to the Council on responses) in the following ways:

1) Change the deadline to the end of May (Executive request)

2) Change the due date from a "should" to a "shall"

7

November 23, 2026

Remove ER related to East Link Connections (ELC) and amend/add related provisos to study ELC-related transit service gaps

Sponsor: Balducci

[mbourguignon]

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 194, line 4389, after "Transit" strike "($300,000)" and insert "($450,000)"

On page 195, line 4396, after "Transit" strike "$76,885,000" and insert "$77,035,000"

Beginning on page 199, strike lines 4489 through 4498

Beginning on page 219, strike lines 4953 through 5005 and insert:

"((~~Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits an East Link Connections transit gap service analysis update report and a motion acknowledging 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 East Link Connections transit gap service analysis update report shall use the extensive analysis and community outreach information collected by the Metro transit department as part of its East Link Connections Mobility Project, the information~~

~~developed for the preparation of the East Link Connections transit gap service analysis report that was transmitted as Attachment A to Proposed Motion 2026-0098, as well as additional information as needed, to identify potential solutions to the transit service gaps in the Woodridge, Bel-Red, and Crossroads neighborhoods of Bellevue that were created by the East Link Connections Mobility Project approved by Ordinance 19899, specifically by the changes that were made to routes 226 and 240 and by the elimination of route 246, by including:~~

~~A. A description of weekday and weekend ridership patterns on routes 226 and 240, comparing the fall 2024 and fall 2026 service change periods, to illustrate the impact of the routing changes authorized as part of the the East Link Connections Mobility Project approved by Ordinance 19899, which were implemented between spring 2025 and fall 2026; and~~

~~B. A summary of potential changes to routes 226 or 240, or other potential transit routes or services, that could restore transit service to Richards Road and expedite connections to frequent transit service, including the Link light rail 2 line, such as infrastructure investments, routing changes, speed and reliability improvements, bus stop consolidation, and changed route terminus locations.~~

~~The executive should electronically file the report and motion required by this proviso no later than October 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the transportation, economy, and environment committee or its successor.~~)) Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits a service change ordinance to alleviate transit service gaps

along Richards Road in Bellevue created by the East Link Connections mobility project approved by Ordinance 19899, and the ordinance is passed by the council. The ordinance should reference the subject matter, the proviso's ordinance number, ordinance section, and proviso number in both the title and body of the ordinance.

A. The service change ordinance required by this proviso should be based on information from sources that should include, but not be limited, to:

1. The analysis and community outreach information collected by the Metro transit department as part of the East Link Connections mobility project that was approved by Ordinance 19899;

2. The analysis prepared for the East Link Connections transit service gap analysis report that was accepted by Motion 17011;

3. Additional community engagement with residents of the Woodridge and Eastgate communities in Bellevue, as well as surrounding communities as relevant;

4. Collaboration with local jurisdictions, including on options to increase the speed and reliability of transit service along Richards Road;

5. Service planning and operational logistics; and

6. Equity analysis.

B. The service change ordinance required by this proviso shall include a proposal to alleviate transit service gaps along Richards Road in Bellevue created by the East Link Connections mobility project approved by Ordinance 19899, potentially through service changes to routes 226 or 240, new service, or other transit service changes, for implementation as part of the spring 2028 service change.

The executive should electronically file the service change ordinance required by this proviso no later than July 29, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the transportation, economy, and environment committee or its successor."

On page 229, after line 5180, insert:

"P22 PROVIDED FURTHER THAT:

Of this appropriation, $75,000 shall not be expended or encumbered until the executive transmits an East Link Connections transit gap and connectivity report 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 East Link Connections transit gap and connectivity report should provide information on potential options and a timeline to address transit service gaps and increase connectivity to frequent transit in the East Link Connections mobility project area, including, but not limited to:

A. An analysis of options and a timeline to alleviate transit service gaps in the Bel-Red, Crossroads, and Factoria neighborhoods in Bellevue, and a transit service gap at SE Eastgate Way east of 148th Avenue SE, created by the East Link Connections mobility project approved by Ordinance 19899, including, but not limited to, fixed route, dial-a-ride, or flexible transit services; and

B. An analysis of options and a timeline to provide increased connectivity between Issaquah, Eastgate Freeway Station, and downtown Seattle following the deletion of Sound Transit Route 554, including, but not limited to, options to provide increased peak hour service on Mero transit department Route 218, which travels between Issaquah Highlands park and ride, Eastgate Freeway Station, and Mercer Island Station.

The executive should electronically file the report and motion required by this proviso no later than September 1, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the transportation, economy, and environment committee or its successor.

P23 PROVIDED FURTHER THAT:

Of this appropriation, $75,000 shall not be expended or encumbered until the executive transmits a Mercer Island transit connectivity report 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 Mercer Island transit connectivity report should analyze potential options and a timeline to increase connectivity to Link light rail on Mercer Island, related to the limited service of routes 204 and 630 and the lack of transit service on the exterior edges of the island, including, but not limited to, options to provide additional fixed route, dial-a-ride, or flexible transit services.

The executive should electronically file the report and motion required by this proviso no later than September 1, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the transportation, economy, and environment committee or its successor."

Renumber the remaining expenditure restrictions and provisos consecutively and correct any internal references accordingly.

EFFECT prepared by *Mary Bourguignon*:

This amendment would address transit service issues related to the East Link Connections Mobility Project approved in 2025 by Ordinance 19899. Specifically, it would:

- **Remove ER12 in the Transit budget, which would have required the Executive to propose a service change ordinance by February 23, 2027, for Council review and approval and implementation at the Fall 2027 service change to add at least 21,000 service hours to address transit service gaps and lack of connectivity to Link light rail that resulted from the East Link Connections transit restructure adopted by Ordinance 19899.**
- **Redraft proviso P16 in the Transit budget to require the Executive to transmit a service change ordinance to Council by July 29, 2027, for implementation at the Spring 2028 service change, to alleviate the transit service gaps on Richards Road in Bellevue created by the East Link**

Connections mobility project approved by Ordinance 19899, potentially through a combination of changes to Routes 226 and 240.

- **Propose a new proviso to require the Executive to transmit an East Link Connections Transit Gap & Connectivity report by September 1, 2027, to analyze potential options to address transit service gaps and connectivity issues in the Bel-Red, Crossroads, and Factoria neighborhoods of Bellevue, on Eastgate Way, and between Issaquah, Eastgate, and Downtown Seattle.**
- **Propose a new proviso to require the Executive to transmit a Mercer Island Transit Connectivity Report by September 1, 2027, to analyze potential options to improve connectivity to Link light rail.**

8

November 22, 2026

Amend Transit ER15 and Proviso P20 related to Seattle/Vashon transit service recovery project

Sponsor: Barón

[mbourguignon]

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 200, strike lines 4510 through 4520 and insert:

"ER15 EXPENDITURE RESTRICTION:

Of this appropriation, $4,160,000 shall be expended or encumbered to deliver approximately 50,000 additional annual fixed route transit service hours implemented at the spring 2027 or fall 2027 service change dedicated to the Seattle/Vashon service recovery mobility project, described in the 2023 King County Metro Service Recovery Plan, approved by Ordinance 19581, and as part of what was included in the Metro transit department's service allocation plan for the 2026-2027 biennial budget, adopted by Ordinance 20023. The additional annual fixed route transit service hours shall be dedicated to the Seattle/Vashon service recovery mobility project, but may include possible Vashon water taxi shuttle bus service, and the moneys restricted by this proviso shall not be diverted to address transit service needs in other parts of King County."

Beginning on page 226, strike lines 5101 through 5151 and insert:

"P20 PROVIDED FURTHER THAT:

A. Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits a transit service recovery update report 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, ordinance section, and proviso number in both the title and body of the motion.

B. In March 2023, through Ordinance 19581, the council requested that the Metro transit department make additional emergency transit service reductions above and beyond the reductions and suspensions the Metro transit department had made during the pandemic years of 2020, 2021, and 2022, to match service plans to achievable operational capacity so that transit riders could depend on the Metro transit department to provide scheduled service on a daily basis without last-minute cancellations. To address these transit service reductions and suspensions, the King County Metro Service Recovery Plan ("the 2023 service recovery plan") approved by Ordinance 19581 outlined a process through which the Metro transit department would restore transit service that had been reduced or suspended between 2020 and 2023 during the next several biennia through a series of geographic mobility projects, one of which was the Seattle/Vashon mobility project area.

C. The transit service recovery update report should describe the Metro transit department's plan and timeline to restructure transit service in the Seattle/Vashon mobility project area described in the 2023 service recovery plan including, but not limited to, bus routes for which service was reduced or suspended after 2020, and route additions or restructures to respond to changing conditions. The report should include:

1. A description of service changes to be implemented in response to transit service purchases by the City of Seattle following the passage of the 2026 Seattle transit measure, and a proposed timeline and approach for those changes;

2. A description of transit service gaps in the Seattle/Vashon mobility project area, including, but not limited to, those that have resulted from:

a. reductions or suspensions of bus routes between 2020 and 2026 and replacement service, if any;

b. service changes to bus routes that provide connections to or from other destinations, including, but not limited, to changes implemented as part of the Lynnwood Link Connections Mobility Project approved under Ordinance 19751; and

c. land use changes, such as increases to residential or commercial density;

3. A proposed timeline and process the Metro transit department will use to engage community members regarding transit service recovery plans; and

4. A proposed timeline and process the Metro transit department will use to review transit service needs based on changing ridership patterns, changing land use patterns, and equity needs, and to develop a proposed transit network for adoption, as defined by the criteria for adding service in the King County Metro Service Guidelines adopted under Ordinance 19367.

The executive should electronically file the report and a motion required by this proviso by June 2, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor."

EFFECT prepared by *Mary Bourguignon*:

This amendment would revise Transit ER 15, which had originally encumbered $14.655 million to deliver 114,000 annual transit service hours during 2027 to the Seattle/Vashon Service Recovery Mobility Project (as defined in the 2023 Metro Service Recovery Plan, Ordinance 19581).

The amendment would revise the ER to encumber $4.16 million to deliver 50,000 annual transit service hours at the Spring 2027 or Fall 2027 service change to the Seattle/Vashon Service Recovery Mobility Project. Text changes from the original ER are shown below:

Of this appropriation, ((~~$14,655,000~~)) $4,160,000 shall be expended or encumbered to deliver approximately ((~~114,000~~)) 50,000 additional annual fixed route transit service hours ((~~in~~)) at the spring 2027 or fall 2027 service change dedicated to the Seattle/Vashon service recovery mobility project, described in the 2023 King County Metro Service Recovery Plan, approved by Ordinance 19581, and as part of what was included in the Metro transit department's service allocation plan for the 2026-2027 biennial budget, adopted by Ordinance 20023. The ((~~114,000~~)) additional annual fixed route transit service hours shall be dedicated to the Seattle/Vashon service recovery mobility project, but may include possible Vashon water taxi shuttle bus service, and the moneys restricted by this proviso shall not be diverted to address transit service needs in other parts of King County.

The amendment would also revise Transit Proviso P20, related to restoration of transit service in the Seattle/Vashon Mobility Project area to add requirements for more information about Metro's plans to restore the transit service that had been planned for 2027 in this geographic area but is now delayed. Text changes from the original proviso are shown below:

P20 PROVIDED FURTHER THAT:

A. Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits a transit service recovery update report 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, ordinance section, and proviso number in both the title and body of the motion.

B. In March 2023, through Ordinance 19581, the council requested that the Metro transit department make additional emergency transit service reductions above and beyond the reductions and suspensions the Metro transit department had made during the pandemic years of 2020, 2021, and 2022, to match service plans to achievable operational capacity so that transit riders could depend on the Metro transit department to provide scheduled service on a daily basis without last-minute cancellations. To address these transit service reductions and suspensions, the King County Metro Service Recovery Plan ("2023 service recovery plan") approved by Ordinance 19581 outlined a process through which the Metro transit department would restore transit service that had been reduced or suspended between 2020 and 2023 during the next several biennia through a series of geographic mobility projects, one of which was the((. The)) Seattle/Vashon mobility project area ((s identified in the 2023 service recovery plan included North Seattle and the Queen Anne/Magnolia neighborhoods of Seattle. Those project areas had experienced transit service reductions and suspensions on bus routes 15X, 17X, 18X, 19, 24, 29, 31, 32, 33, 45, 62, 79, and 355, the RapidRide D and E lines, and other routes on which the Metro transit department suspended or reduced service during 2023 in response to Ordinance 19581.)).

C. The transit service recovery update report should describe the Metro transit department's plan and timeline to restructure transit service in the ((North Seattle and Queen Anne/Magnolia)) Seattle/Vashon mobility project area((s)) described in the 2023 service recovery plan including, but not limited to, ((the bus routes listed in subsection B. of this proviso,)) bus routes for which service was reduced or suspended after 2020, and route additions or restructures to respond to changing conditions. The report should include:

1. A description of service changes to be implemented in response to transit service purchases by the City of Seattle following the passage of the 2026 Seattle transit measure, and a proposed timeline and approach for those changes;

2. A description of transit service gaps in the ((North Seattle and Queen Anne/Magnolia neighborhoods)) Seattle/Vashon mobility project area, including, but not limited to, those that have resulted from:

a. reductions or suspensions of bus routes between 2020 and 2026((, including, but not limited to, routes 5X, 16X, 20, 26X,)) and replacement service, if any;

b. service changes to bus routes that provide connections to or from other destinations, including, but not limited, to changes implemented as part of the Lynnwood Link Connections Mobility Project approved under Ordinance 19751; and

c. land use changes, such as increases to residential or commercial density;

3. A proposed timeline and process the Metro transit department will use to engage community members regarding transit service recovery plans; and

4. A proposed timeline and process the Metro transit department will use to review transit service needs based on changing ridership patterns, changing land use patterns, and equity needs, and to develop a proposed transit network for adoption, as

defined by the criteria for adding service in the King County Metro Service Guidelines adopted under Ordinance 19367.

The executive should electronically file the report and a motion required by this proviso by June 2, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor.

November 23, 2026
2 TLTs for transit service planning

9

[mbourguignon]

Sponsor: Dembowski

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 200, after line 4525, insert:

"ER16 EXPENDITURE RESTRICTION:

Of this appropriation, $300,000 shall be expended or encumbered solely to support two term-limited temporary employees to assist with transit service planning related to implementation of the Seattle/Vashon service recovery mobility project described in the Metro Service Recovery Plan approved by Ordinance 19581, as well as transit service gaps and transit connectivity challenges related to the implementation of the Lynnwood Link Connections Mobility Project approved by Ordinance 19751, the East Link Connections Mobility Project approved by Ordinance 19899, the South Link Connections Mobility Project approved by Ordinance 20046.

EFFECT prepared by *Mary Bourguignon*:

This amendment would encumber $300,000 for Metro to hire two TLTs to assist with the transit service planning necessary to address transit service recovery in the Seattle/Vashon Service Recovery Mobility Project area, as well as the transit service gaps that have resulted from the bus restructures over the last several years related to the expansion of Link light rail to the north, south, and east.

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November 22, 2026

Amend proviso related to service additions along SR-522

Sponsor: Dembowski

[mbourguignon]

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

Beginning on page 223, strike lines 5040 through 5074 and insert:

"((~~Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits a Lynnwood Link Connections transit gap service analysis report 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, ordinance section, and proviso number in both the title and body of the motion.~~

~~The Lynnwood Link Connections transit gap service analysis report shall include, but not be limited, to:~~

~~A. Information on average weekday boardings for Route 372 during the Spring 2026 service change period, before the deletion of Route 372, between U District Station and Lake City Way/NE 145th Street;~~

~~B. Information on average weekday boardings for Route 72 and Route 77 during the Fall 2026 service change period, after the implementation of these new routes, between U District Station and Lake City Way/NE 145th Street;~~

~~C. Information on transit service gaps that resulted or could have resulted from the Fall 2026 service change in the corridor between U District Station and Lake City~~

~~Way/NE 145th Street and actions the Metro transit department took to avoid those service gaps or to address the service gaps after they became apparent; and~~

~~D. Information on any additional service changes the Metro transit department plans to implement to address any remaining service gaps between U District Station and Lake City Way/NE 145th Street following the deletion of Route 372, along with a timeline for possible implementation of these changes.~~

~~The executive should electronically file the report and a motion required by this proviso by October 31, 2027, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor.~~)) Moneys restricted by Expenditure Restriction ER11 of this section shall not be expended or encumbered until the executive transmits a transit service change ordinance for the fall 2027 service change and the service change ordinance is adopted by the council. The service change ordinance should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the ordinance.

A. The service change ordinance required by this proviso should include a proposal for approximately 16,000 additional fixed route annual transit service hours to be implemented at the fall 2027 service change and to provide continuous corridor service along a substantial portion of State Route 522 generally from University of Washington's Seattle Campus through Kenmore to University of Washington's Bothell Campus to address transit service gaps that resulted from the Lynnwood Link Connections transit restructure adopted by Ordinance 19751.

B. The service change ordinance required by this proviso should be based on information from sources that should include, but not be limited, to:

1. Additional community engagement with residents and elected officials from the Lake City neighborhood of Seattle and the cities of Lake Forest Park, Kenmore, Shoreline, and Bothell, as well as students and staff from local colleges and universities. Discussions between the Metro transit department and community representatives on a phone call on Friday November 20, 2026, shall be adequate to satisfy this provision;

2. Collaboration with local jurisdictions and partner agencies, including on options for layover space for the additional transit service; and

3. Service planning and operational logistics.

The executive shall use all reasonable efforts to transmit the ordinance required by this proviso by February 23, 2027. As an alternative, if the executive is not prepared to transmit the service change ordinance required by this proviso by February 23, 2027, the executive shall transmit a letter to the council providing information on the status of planning efforts to provide the service required by this proviso as part of the spring 2028 service change. The ordinance or letter should be electronically filed with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transportation, economy, and environment committee or its successor."

EFFECT prepared by *Mary Bourguignon*:

This amendment would revise Transit Proviso P18, which is linked to Transit ER11, which is holding $1.5 million to cover the cost of 16,000 additional transit service hours along the SR-522 corridor during September-December 2027.

As amended, the proviso would request the Executive to:

- **Transmit a service change ordinance by February 23, 2027, for Council review and approval for implementation at the Fall 2027 service change to provide continuous service along a substantial portion of State Route 522 from UW Seattle to UW Bothell to address transit service gaps that resulted from the Lynnwood Link Connections transit restructure adopted by Ordinance 19751. The moneys encumbered by ER11 will be released only after the service change ordinance is adopted by the Council and only if the service change ordinance is for service to be implemented in Fall 2027.**
- **As an alternative, if the Executive determines that it is not feasible to transmit a service change ordinance by February 23, 2027, the Executive is requested to transmit a letter providing information on a plan to transmit a service change in time for implementation at the Spring 2028 service change. In that case, the moneys encumbered by ER11 would not be released.**

November 18, 2026
Change date for proviso

11

[mbourguignon]

Sponsor: Fain

Proposed No.: 2026-0282.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 229, line 5177, after "no later than" strike "May 27" and insert "August 1"

EFFECT prepared by *Mary Bourguignon*:

This amendment would change the date of Transit Proviso P21, requiring a report on transit service gaps in Kent and Des Moines, from May 27, 2027, to August 1, 2027.

November 19, 2026
Cricket public access ER

12

Sponsor: Perry

[S. Hsu]

Proposed No.: 2026-0282

AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 240, on 5420, after "complex" strike "should" and insert "shall"

On page 240, on 5422, after "terms" strike "should" and insert "shall"

EFFECT prepared by S. Hsu: This amendment would revise the expenditure restriction that requires any agreement with external parties on use and ownership of the proposed Marymoor complex to provide for public use of the complex, and for the terms to detail when leagues will have access of the complex, by changing the word "should" to "shall."

T1

11/24/26
Title Amendment for 2nd Omnibus

Sponsor: Dembowski

[A. Sanders]

Proposed No.: 2026-0282

TITLE AMENDMENT TO PROPOSED ORDINANCE 2026-0282, VERSION 2

On page 1, beginning on line 1, strike lines 1 through 16, and insert:

" AN ORDINANCE making a net supplemental appropriation of $40,205,000 to various general fund agencies, a net supplemental appropriation $555,340,000 to various non-general fund agencies and a net supplemental appropriation of $197,996,175 from various capital fund budgets; amending the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Sections 7, 12, 16, 16, 21, 24, 25, 26, 30, 32, 33, 34, 36, 37, 41, 41, 43, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 59, 60, 63, 64, 70, 71, 71, 79, 79, 83, 83, 86, 87, 87, 88, 90, 90, 91, 91, 92, 92, 94, 94, 96, 97, 98, 100, 101, 102, 102, 104, 105, 106, 107, 108, 109, 109, 110, 110, 111, 111, 112, 115, 116, 116, 117, 118, 122, 124, 126, 128, 132, and 132, as amended, and Attachment A, as amended, and Ordinance 20086, Section 103, as amended, and adding new sections to Ordinance 20023, as amended."

EFFECT prepared by *A. Sanders*: *Would amend the title to comport with the changes made in line amendment 2.*

S1

November 24, 2026
EV Ordinance Striker

Sponsor: Dembowski

[J.Giambattista]

Proposed No.: 2026-0289

STRIKING AMENDMENT TO PROPOSED ORDINANCE 2026-0289, VERSION 1

On page 1, beginning on line 1, strike lines 5 through 166, and insert:

"STATEMENT OF FACTS:

1. K.C.C. 2.99.030.G. specifies that the executive may establish changes in the existing amounts or rates of fees for service and may establish new fees for service by submitting the proposed schedule of changes to the county council at the time the executive proposed budget is submitted.

2. K.C.C. 4A.700.700 currently specifies that user fees are established for public use of electric vehicle charging stations located on property owned or leased by King County.

3. Ordinance 19986, related to implementation of the 2025 Strategic Climate Action Plan, authorized the county to enter into contracts with third parties to operate and maintain electric vehicle chargers at county properties.

4. K.C.C. 2.99.030.G.5. exempts fees for use of electric vehicle charging stations from the requirement that the fee must reflect all reasonable costs of providing the service.

5. To encourage the use of electric vehicles and at the same time recoup the electricity costs of providing the charging service, the county will set its charging fees for the county operated chargers based upon the fees regional electric utilities impose for public use of electric vehicle chargers that they own or operate.

6. Under a contract with the county, third parties operating electric vehicle chargers on county properties will remit to the county the same fee the county charges the public, as well as any other costs established by contract.

7. There are currently seventy-three public-access electric vehicle charging ports on King County owned or operated property. Of the seventy-three charging ports, forty-one are owned and operated by King County, four are owned by the County and operated by a third party, and twenty-eight are leased.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 17096, Section 3, as amended, and K.C.C. 4A.700.700 are hereby amended to read as follows:

A. ((~~User fees are established for public use of electric vehicle charging stations located on property owned or leased by King County~~.

~~B.1. In accordance with this section, each custodial agency shall recommend the user fees for the use of electric vehicle charging stations under the control and authority of the custodial agency. The county may choose, under a written agreement, to allow a third party to operate and maintain electric vehicle chargers at county properties~~.

~~2. For the purposes of this section, "custodial agency" means the county department, division, or office that owns and operates the electric vehicle charging station.~~

~~C.1. The user fees shall be calculated to contribute to the county's cost of operations related to public use.~~

~~2. The county's cost of operations includes, but is not limited to, planning, outreach and administration, maintenance, charging station vendor costs, utility costs related to the charging stations and facility enforcement costs.~~

~~3. Differing user fees may be established at particular locations and for uses other than typical daytime parking, such as overnight parking, monthly reservations, special event rates and other specific circumstances.~~

~~4. As an employee benefit, the county may choose to impose a reduced-rate user fee for employees charging a personal electric vehicle when the vehicle is being used for commuting to work.~~

~~D. Each custodial agency shall review all user fees no less frequently than every two years and recommend adjustments to the fees based on consideration for the costs established in subsection C. of this section.~~

~~E. Each custodial agency shall post user fees, rules for using the electric vehicle charging station stalls and the penalties for improper use of electric vehicle charging station stall at or near the stalls either via the electronic screen on the charging device or by signage affixed on or near the charging device. The custodial agency also shall post the fees, rules, and penalties in an appropriate location on the custodial agency website.~~

~~F. Failure to pay the applicable user fee, or remaining in an electric vehicle charging station stall longer than entitled as a result of the user fee paid, is a violation of this section.~~

~~G. The penalty for a violation under subsection F. of this section may result in a civil penalty in~~)) For purposes of this section the following definitions apply:

1. "Charging fee" means the amount per kilowatt hour or mega-joule the county will charge both the public to use electric vehicle charging stations operated by a custodial agency as well as a third-party operator, to recapture the county's electricity costs;

2. "Custodial agency" means the county department, division, or office in control of the location at which the electric vehicle charger is situated; and

3. "Public rates" means the amount per kilowatt-hour that a third-party operator charges the public to use its electric vehicle charging station installed, operated and maintained, or any or all of the preceding, on county properties in accordance with a written contract with the custodial agency.

B.1. The charging fees shall be based upon the rates charged by regional utilities for the public use of electric vehicle chargers that they own or operate.

2. Differing charging fees may be established at particular locations and for uses other than typical daytime parking, such as overnight parking, monthly reservations, special event rates and other specific circumstances and may be set by the custodial agency by rule in accordance with K.C.C. chapter 2.98.

3. As an employee benefit, the county at the discretion of the custodial agency may choose to impose a reduced charging fee for employees charging a personal electric

vehicle when the vehicle is being used for commuting to work, consistent with any employee workplace charging policies in effect.

4. Each custodial agency shall review all charging fees no less frequently than every two years and recommend to the executive adjustments to the fees established in subsection C. of this section based on changes to the rates charged by regional utilities for the public use of electric vehicle chargers that they own or operate as well as other factors.

5. The county may charge a per minute overstay fee for vehicles that have completed charging after a fifteen-minute window has elapsed from the completion of a charging session. A third-party operator of electric vehicle chargers may also impose an overstay fee consistent with a negotiated agreement with the custodial agency not to exceed the overstay fee maximum set for in subsection C. of this seciton.

C. Except as otherwise provided by ordinance, the following charging fees are established for electric vehicle charging stations for typical daytime parking:

Custodial Agency	Facility Location	Charging Fee	Overstay Fee
Metro transit department, department of natural resources and parks, facilities management division, King County international airport	Locations serviced by Seattle City Light	$0.21 per kilowatt-hour	$0.25 per minute Maximum overstay fee is $100.00

	Locations serviced by Puget Sound Energy	$0.28 per kilowatt-hour	$0.25 per minute Maximum overstay fee is $100.00
	Locations serviced by Snohomish Public Utility District	$0.22 per kilowatt-hour	$0.25 per minute Maximum overstay fee is $100.00

D. The county may choose to contract with a third-party that may either install, operate and maintain electric vehicle chargers, or any or all of the preceding, on county properties. At a minimum, the contract with a third-party operator shall require the third-party operator to reimburse the county the charging fee set forth in subsection C. of this section for each electric charging station the third-party operates and maintains under contract with the county. Additionally, the third-party operator shall contractually agree to charge the public commercially reasonable rates for the use of the electric vehicle chargers and such public rates shall be set forth in the contract.

E. Each custodial agency or third-party operator shall post charging fees and/or public rates and overstay fees, as applicable, rules for using the electric vehicle charging

station stalls, and the penalties for improper use of electric vehicle charging station stall at or near the stalls either via the electronic screen on the charging device, or on the mobile application used by the public to initiate charging, or by signage affixed on or near the charging device. For electric vehicle chargers operated by a custodial agency, the posting shall include information about civil penalties for failure to pay the posted charging fee or overstay fee. The custodial agency also shall post the fees, rules, the location of the chargers, and civil penalties in an appropriate location on the custodial agency website.

F. Failure of a member of the public to pay the custodial agency's posted applicable charging fee or the overstay fee is a violation of this section.

G. In addition to the amount owed under subsection C. of this section, a civil penalty for a violation under subsection F. of this section may also be imposed against the registered owner of the vehicle. The civil penalty shall be an amount established by the custodial agency by rule, in accordance with K.C.C. chapter 2.98, not to exceed ((~~two hundred~~)) twenty dollars. Notice and appeal of the civil penalty shall be as follows:

1. The custodial agency shall issue a notice and order and serve it as provided for in this section when the custodial agency determines that a violation described in subsection F. of this section has occurred. The notice and order shall contain:

a. a description of the vehicle parked in violation of this section, including make, model, color and license plate number;

b. date and time the notice and order was issued;

c. a description sufficient to identify the area where the vehicle was parked when the violation was discovered;

d. a statement that the vehicle is parked in violation of subsection F. of this section, with a brief and concise description of the conditions that established the violation;

e. a statement that the custodial agency is assessing a civil penalty, the amount of the penalty and a time certain by which the penalty shall be paid from the date of the order; and

f. statements advising that:

(1) the head of the custodial agency may review and reconsider the notice and order, but only if a request for review and reconsideration is made in writing as provided in this section and filed with the custodial agency head within ten days from the date of service of the notice and order;

(2) the address to which the request for review and reconsideration must be sent; and

(3) failure to timely request the custodial agency head's review and reconsideration will constitute a waiver of all rights to any administrative hearing and determination of the matter;

2. The notice and order, and any amended or supplemental notice and order, shall be served by affixing the notice and order to the vehicle for which is the subject of the violation, in a conspicuous location on the vehicle;

3. Proof of service of the notice and order shall be made at the time of service by a written declaration under penalty of perjury, executed by the person effecting service and declaring the time, date, and manner in which service was made. A copy of the notice and order shall be kept on file by the custodial agency;

4. A person served with a notice and order under this section may request, electronically or in writing, within ten days of being served with a notice and order, that the custodial agency head review and reconsider the notice and order;

5. The review shall be performed without a hearing and be based solely on written information provided by the person requesting review and by county personnel or agents;

6. Upon review, the custodial agency head may uphold the notice and order or waive or reduce the fine or any other penalty contained in the notice and order;

7. The custodial agency head shall mail the written decision to the person requesting review;

8. The decision shall notify the person requesting review of the right to appeal the custodial agency head decision in accordance with K.C.C. 20.22.080;

9. The King County office of the hearing examiner shall hear appeals of the custodial agency head decisions under this section;

10. The procedures for initiating and conducting the appeal shall be governed by K.C.C. chapter 20.22;

11. Enforcement of any notice and order of the custodial agency shall be stayed during the pendency of a custodial agency head's review or an appeal therefrom that is properly and timely filed in accordance with K.C.C. chapter 20.22;

12. The registered owner of a vehicle is liable to pay any outstanding fee or civil penalty imposed for a violation under this section. However, the registered owner of a vehicle may avoid liability if the owner proves that the vehicle was reported to the police as a stolen vehicle before the notice and order was issued, and the vehicle had not been recovered;

13. Except as otherwise provided in subsection G.12. of this section, a civil penalty imposed for failure to pay a ((~~user~~)) charging fee ((~~at~~)) or an overstay fee for use of electric vehicle charger operated by a custodial agency ((~~facility~~)) is a personal obligation of the registered owner of the vehicle involved; and

14. If the penalties assessed by the custodial agency are not paid to King County within thirty days from the service of the notice, the mailing of the custodial agency head's decision, or the mailing of the hearing examiner's decision, whichever occurs last, then the custodial agency may send a final warning letter to the registered owner of the vehicle to the address on file with the state Department of Licensing. If the civil penalties are not paid within ten days after the final warning letter is sent, then the custodial agency may pursue other applicable legal remedies. In pursuing payment of civil penalties that remain delinquent after the final warning letter is sent, and to cover administrative expenses associated with the pursuit of the penalties, the custodial agency may charge the registered owner of the vehicle an additional fee not to exceed fifty percent of the total delinquent civil penalties.

H.- All ((~~user~~)) charging fees, overstay fees, and civil penalties collected from each electric vehicle charging station shall be distributed to the custodial agency in control of the electric vehicle charging station stall. The fees and penalties shall be deposited into the custodial agency account associated with the maintenance of the electric vehicle charging station stalls under the custodial agency's control and authority.

I. In addition or as an alternative to the civil penalty authorized in subsection G. of this section, the custodial agency may impound the vehicle without giving prior notice in accordance with the process provided in K.C.C. chapter 14A.60. When impoundment is

authorized by this section, a vehicle may be impounded by a towing contractor acting at the request of the custodial agency head or the custodial agency head's designee. The custodial agency head or the custodial agency head's designee shall provide to the towing contractor a signed authorization for the tow and the impound before the towing contractor may proceed with the impound.

SECTION 2. This ordinance takes effect January 1, 2027."

EFFECT prepared by *Jenny Giambattista*: *This striker makes changes throughout the proposed ordinance for clarity. These changes include establishing definitions. It also establishes a maximum for overstay fees of $100.00 and reduces the maximum civil penalty from $200.00 to $20.00.*

T1

11-16-26
Title Amd for Striker

[J. Giambattista]

Sponsor: Dembowski

Proposed No.: 2026-0289

TITLE AMENDMENT TO PROPOSED ORDINANCE 2026-0, VERSION 1

On page 1, beginning on line 1, strike lines 1 through 4, and insert:

"AN ORDINANCE relating to electric vehicle charging station fees; amending Ordinance 17096, Section 3, as amended, and K.C.C. 4A.700.700, prescribing penalties, and establishing an effective date."

EFFECT prepared by *J. Giambattista*: *Conforms the title to the striking amendment.*

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November 24, 2026
Community engagement re station locations

[M. Bourguignon]

Sponsor: Mosqueda, Fain, Lewis

Proposed No.: 2026-0321.2

AMENDMENT TO PROPOSED ORDINANCE 2026-0321, VERSION 2

On page 5, line 99, after "SECTION 2." insert "The Metro transit department shall conduct additional community engagement during the design process for the RapidRide R Line about the proposed station locations for the R Line and whether additional station locations should be added. The additional community engagement shall include translation services as appropriate and include community organizations based in the neighborhoods impacted by stop consolidations. The Metro transit department shall provide a briefing detailing the community engagement activities it has completed to the transportation, economy, and environment committee or its successor by June 30, 2028. The briefing should include information about station location decisions and how the King County Regional Transit Safety Task Force recommendations factored into those decisions, as well as a summary of the feedback provided by community members and community organizations."

EFFECT prepared by *Mary Bourguignon*:

The underlying ordinance establishes the alignment and station locations (aka bus stop locations) for the RapidRide R line. This amendment would require that Metro conduct additional community engagement during the R Line's design process with a focus on

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whether additional station locations should be added, including an assessment of how Metro has included safety orientation into the route design criteria, and brief Council.