



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda Transportation, Economy, and Environment Committee

Councilmembers:
De'Sean Quinn, Chair;
Rod Dembowski, Vice Chair;
Claudia Balducci, Sarah Perry, Pete von Reichbauer,

Lead Staff: *Sherrie Hsu (206-477-7253)*
Committee Clerk: *Angelica Calderon (206 477-7470)*

9:30 AM

Tuesday, April 15, 2025

Hybrid Meeting

Hybrid Meetings: Attend King County Council committee 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.

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

HOW TO PROVIDE PUBLIC COMMENT: The Transportation, Economy and Environment Committee values community input and looks forward to hearing from you on agenda items.

The Committee will accept public comment on items on today's agenda in writing. You may do so by submitting your written comments to kcccomitt@kingcounty.gov. If your comments are submitted before 8:00 a.m. on the day of the meeting, your comments will be distributed to the committee members and appropriate staff prior to the meeting.



Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).
TTY Number - TTY 711.
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HOW TO WATCH/LISTEN TO THE MEETING REMOTELY: There are three ways to watch or listen to the meeting:

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

1. Call to Order
2. Roll Call
3. Approval of Minutes **p. 4**

Minutes of March 18, 2025 meeting.

Consent

4. Proposed Motion No. 2025-0105 **p. 8**

A MOTION confirming the county executive's appointment of Carol Williams to the King Conservation District, as a representative of an organization that specifically promotes equity and social justice.

Sponsors: Quinn

Jake Tracy, Council staff



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Briefing

5. Briefing No. 2025-B0049 **p. 14**

Metro Transit Safety and Security Briefing

Mary Bourguignon, Council staff

Ernest Kandilige, Deputy General Manager, Metro Transit Department

Rebecca Frankhouser, Director of Safety and Security, Metro Transit Department

Discussion and Possible Action

6. Proposed Ordinance No. 2025-0109 **p. 31**

AN ORDINANCE authorizing the Metro transit department to file applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for federal transportation assistance authorized by 49 U.S.C. chapter 53, Title 23 U.S.C., and other federal statutes administered by the Federal Transit Administration; and adding a new chapter to K.C.C. Title 28.

Sponsors: Quinn

Mary Bourguignon, Council staff

Other Business

Adjournment



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Meeting Minutes Transportation, Economy, and Environment Committee

Councilmembers:
De'Sean Quinn, Chair;
Rod Dembowski, Vice Chair;
Claudia Balducci, Sarah Perry, Pete von Reichbauer,

Lead Staff: Sherrie Hsu (206-477-7253)
Committee Clerk: Angelica Calderon (206 477-7470)

9:30 AM

Tuesday, March 18, 2025

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1. **Call to Order**

Chair Quinn called the meeting to order at 9:31 a.m.

2. **Roll Call**

Present: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

3. **Approval of Minutes**

Councilmember Dembowski moved approval of the February 18, 2025 meeting minutes. There being no objections, the minutes were approved.

Consent

4. **Proposed Motion No. 2025-0059**

A MOTION confirming the executive's appointment of Alissa Campbell, who works in council district eight, to the King County solid waste advisory committee, as a representative from the waste management industry.

Sponsors: Mosqueda

A motion was made by Chair Dembowski that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

5. **Proposed Motion No. 2025-0060**

A MOTION confirming the executive's appointment of Laura Mork, councilmember, city of Shoreline, who resides in council district one, to the King County solid waste advisory committee, filling the local elected public official position.

Sponsors: Dembowski

A motion was made by Chair Dembowski that this Motion be Recommended

Do Pass Consent. The motion carried by the following vote:

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

Briefing

6. Briefing No. 2025-B0038

Metro General Manager Briefing

Michelle Allison, Director, Metro Transit, briefed the committee and answered questions from the members

This matter was Presented

Discussion and Possible Action

7. Proposed Ordinance No. 2025-0010

AN ORDINANCE authorizing the King County executive to sign an agreement between King County, a political subdivision of the state of Washington, and the Central Puget Sound Regional Transit Authority, a regional transit authority organized under the laws of the state of Washington, regarding the operation and maintenance of the portion of the Downtown Redmond Link Extension that is within King County property.

Sponsors: Dembowski

Mary Bourguignon, Council staff, briefed the committee on the legislation and answered questions from the members. Doug Hodson, Deputy Division Director, Parks Division, Department of Natural Resources and Parks, commented to the committee and answered questions from the members.

A motion was made by Chair Dembowski that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

8. Proposed Ordinance No. 2025-0084

AN ORDINANCE relating to the Lower Duwamish Waterway cleanup and authorizing the King County executive to sign and fulfill the obligations in the Consent Decree with the United States Environmental Protection Agency and the Washington state Department of Ecology and the associated multiparty Settlements to govern the cleanup of sediment contamination at the Lower Duwamish Waterway Superfund Site and address King County and other parties' roles, contributions, and obligations for cleanup.

Sponsors: Mosqueda

Andy Micklow, Council staff, briefed the committee on the legislation and answered questions from the members. Kristie Elliott, King County Senior Deputy Prosecuting Attorney, Sharman Herrin, Government Relations, Wastewater Treatment Division (WTD) and Michael Galvan, Environmental and Community Services Section Manager, WDT, commented to the committee and answered questions from the members.

The meeting was recessed by the Chair at 10:52 am for the Executive Session. and the meeting was reconvened by the Chair at 11:08 am.

A motion was made by Councilmember Perry that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

Other Business

There was no other business to come before the Committee.

Adjournment

The meeting was adjourned at 11:11 a.m.

Approved this _____ day of _____.

Clerk's Signature



King County

Metropolitan King County Council Transportation, Economy, and Environment Committee

STAFF REPORT

Agenda Item:	4	Name:	Jake Tracy
Proposed No.:	2025-0105	Date:	April 15, 2025

SUBJECT

Proposed Motion 2025-0105 would confirm the Executive's appointment of Carol Williams to the King Conservation District Advisory Committee as a representative of an organization that specifically promotes equity and social justice.

BACKGROUND

The King Conservation District (KCD) was established in 1949 by the Washington State Conservation Commission (WSCC) and as authorized by Washington State.¹ Conservation districts in Washington State work to conserve soil, water and natural resources through assistance, partnerships and education with landowners and local agencies. There are 45 conservation districts in Washington State and nearly 3,000 conservation districts across the country. The KCD is guided by the Washington State Conservation Commission and the Natural Resources Conservation Service.

The KCD is an independent, non-regulatory agency. The KCD's stated mission "is to promote the sustainable use of natural resources through responsible stewardship." All landowners within KCD's boundaries can utilize the District's services, information, and technical assistance for water quality, habitat and canopy and forestry enhancement, farm management plans, soil retention, native plants, farm equipment loans, stream restoration, and other services.

The agency currently serves 35 jurisdictions, which includes 34 cities and unincorporated King County.² The KCD is led by a five-member Board of Supervisors, who are responsible for all District programs and activities. Three of the Supervisor seats are elected and two of the Supervisor seats are appointed by the WSCC.³ The KCD is also guided by an Advisory Committee, comprised of representatives from organizations and agencies served by the KCD.

¹ Chapter 89.08 RCW Conservation Districts

² The Cities of Enumclaw, Federal Way, Milton, Pacific and Skykomish are excluded from the KCD's service area.

³ The information on the Board of Supervisors, including current membership, can be found at <http://kingcd.org/about/board-of-supervisors/>

The Interlocal Agreement Between King County and the King Conservation District⁴ gives the following protocols for the Advisory Committee:

- The District shall provide the Advisory Committee updates on the Program of Work. The Advisory Committee shall provide input and recommendations on program delivery and budget, financial, and annual reporting to the District and Board of Supervisors.
- The District shall convene the Advisory Committee. The Advisory Committee composition shall reflect the District's commitment to private land managers and to programmatic efforts, and include a number of representatives from the incorporated member jurisdictions. Such representation shall include, at a minimum (those selected by the KCD or the County are so identified by the text in the parentheses): the KCD Board Chair, a representative of the King County executive branch, a representative of the King County legislative branch, a representative of a governmental or non-governmental organization that specially promotes equity and social justice (to be appointed by KCD with input by the County Executive and confirmed by the County Council), a representative of the City of Seattle, a representative of the City of Bellevue, three elected officials from other King County cities (selected by the Sound Cities Association), a rural landowner (selected by KCD), an urban landowner (selected by KCD), a representative from the King County Agriculture Commission, a representative from the King County Rural Forest Commission, and an Environmental non-governmental organization representative (selected by KCD).
- The Advisory Committee shall meet no less than four times per year, and may form sub-committees or meet more often as may be deemed necessary and appropriate by the Advisory Committee.
- The District agrees that it will cooperatively work with the Advisory Committee in every respect.
- The Advisory Committee shall provide input into the District's protocols and procedures for applying for and receiving Member Jurisdiction grants and assist with engaging Member Jurisdictions to use their funding, develop competitive grant rounds, or develop projects using pooled funding.
- The Advisory Committee, as an advisory body to the District, may make recommendations to the District on matters beyond those identified explicitly in this Agreement, at the Committee's discretion.

⁴ Attachment A to Ordinance 19835

APPOINTEE INFORMATION

Carol Williams works as the Director of Programs for the Environmental Coalition of South Seattle (ECOSS). The stated mission of ECOSS is as follows: "ECOSS is devoted to promoting environmental justice and sustainability in an effort to build immigrant and refugee communities that can shape their environmental futures." The cover letter attached to the application states that she is a long-time advocate for conservation and building equitable systems, and lists decades of experience in equity-related organizations.

ANALYSIS

This appointment is consistent with the requirements in the KCD interlocal agreement, which states that the member must be a "representative of a governmental or non-governmental organization that specially promotes equity and social justice."

Staff has not identified any issues with the proposed appointment.

ATTACHMENTS

1. Proposed Motion 2025-0105
2. Transmittal Letter



KING COUNTY

Signature Report

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2025-0105.1

Sponsors Quinn

- 1 A MOTION confirming the county executive's
- 2 appointment of Carol Williams to the King Conservation
- 3 District, as a representative of an organization that
- 4 specifically promotes equity and social justice.
- 5 BE IT MOVED by the Council of King County:
- 6 The county executive's appointment of Carol Williams to the King Conservation
- 7 District, as a representative of an organization that specifically promotes equity and

8 social justice, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Girmay Zahilay, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Shannon Braddock, County Executive

Attachments: None



King County

Dow Constantine

King County Executive

401 Fifth Avenue, Suite 800

Seattle, WA 98104

206-477-3306 Fax 206-296-0194

TTY Relay: 711

www.kingcounty.gov

March 24, 2025

The Honorable Girmay Zahilay

Chair, King County Council

Room 1200

C O U R T H O U S E

Dear Councilmember Zahilay:

This letter transmits a proposed Motion confirming the appointment of Carol Williams to the King Conservation District, as a representative of an organization that specifically promotes equity and social justice.

Ms. Williams's resume and cover letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of this proposed legislation. If your staff have any questions about this reappointment, please have your staff call Tala Mahmoud, External Affairs Coordinator, at (206) 477-3306.

Sincerely,

Dow Constantine

King County Executive

Enclosures

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Chief of Staff, Office of the Executive

Penny Lipsou, Council Relations Director, Office of the Executive

Tala Mahmoud, External Affairs Coordinator, Office of the Executive

Michael Lufkin, Staff Liaison

Carol Williams



King County

Metropolitan King County Council Transportation, Economy & Environment Committee

STAFF REPORT

Agenda Item:	5	Name:	Mary Bourguignon
Proposed No.:	2025-B0049	Date:	April 15, 2025

SUBJECT

Metro will brief the committee in response to a budget proviso requesting additional information on transit safety and security.

SUMMARY

The Metro Transit Department (Metro) is the largest provider of public transit in the Puget Sound region. Metro's public safety model includes traditional public safety functions, including the Metro Transit Police, contracted transit security officers, and fare enforcement officers; behavioral health support for people in need, including behavioral health specialists stationed at transit centers and on key bus routes; and community engagement, including Metro transit ambassadors, who are bus operators on light duty who provide additional customer and community support.

In response to ongoing concerns about transit safety and security, the Council included a proviso in the 2025 budget ordinance¹ that asked Metro to brief the Regional Transit Committee (RTC) or TrEE Committee by April 30, 2025, on the following topics:

- Information about transit safety and security incidents, including:
 - Metro's current targets for safety and security incidents
 - The number of safety and security incidents, by category, that occurred during 2023-2024
 - A list of routes, transit stops or centers, or geographic locations with the highest numbers of incidents by category
 - Information on the reductions in safety and security incidents Metro seeks to achieve in 2025
- A description of strategies Metro will use to reduce the number of safety and security incidents during 2025 and to meet its safety and security targets, including information on deployment of staff and transit security officers.

Today's briefing will provide Metro's response to the budget proviso.

¹ Ordinance 19861, Section 115, Proviso P6

BACKGROUND

Transit safety and security oversight. Transit safety is generally understood to be about preventing unintentional harm on transit, with a focus on problems such as vehicle malfunctions or collisions.² Transit security is generally understood to be about preventing intentional harm on transit, with a focus on problems such as disturbances or assaults.³

Metro's actions related to transit safety and security are regulated by the Federal Transit Administration (FTA) and overseen by the Council.

At the federal level, the FTA requires each transit agency to develop and regularly update a Public Transportation Agency Safety Plan (PTASP),⁴ which must include safety performance targets, data on safety and security incidents, mitigation plans, and an agency Safety Management System. In addition, transit agencies must report safety and security incidents to the FTA through the National Transit Database (NTD).^{5,6}

At the local level, the Council exercises its oversight authority through its review and approval of Metro's budget and adopted policies, as well as through ongoing updates and briefings. In recent years, Council oversight has included:

- **Review of Metro's federally required safety and security reporting.** Metro's Public Transportation Agency Safety Plans (PTASPs) must be approved by the Council by motion before they can be submitted to the FTA. The most recent PTASP was approved by the Council in 2024.⁷
- **Budget support for transit security.** As part of the 2023-2024 and 2025 budgets, the Council appropriated funding to support increased transit security, in part by doubling the number of contracted transit security officers (TSOs) from 70 in 2022 to 140 in 2023-2024⁸ and to 160 through 2025.⁹ The adopted 2023-2024 and 2025 budgets also included funding for additional bus and bus stop cleaning, restrooms at two transit centers, behavioral health workers stationed in areas of concern, transit Ambassadors in local communities, and social services support for people in need on buses or at transit centers.
- **Requests for targeted changes and improvements.** Council budget provisos in each of the most recent adopted budgets have asked Metro to revise, refocus,

² U.S. Department of Transportation, Federal Transit Administration, Handbook for Transit Safety and Security Certification, Final Report, November 2022 ([link](#))

³ U.S. Department of Transportation, Federal Transit Administration, Enhanced Transit Safety and Crime Prevention Initiative ([link](#))

⁴ U.S. Department of Transportation, Federal Transit Administration, Public Transportation Agency Safety Plans ([link](#))

⁵ U.S. Department of Transportation, Federal Transit Administration, 2024 NTD Safety and Security Reporting Policy Manual ([link](#))

⁶ U.S. Department of Transportation, The National Transit Database (NTD) ([link](#))

⁷ Motion 16618

⁸ Ordinance 19546

⁹ Ordinance 19861

and report on its actions to improve transit safety and security. A proviso in the 2021-2022 budget¹⁰ led to the development of the Safety, Security, and Fare Enforcement (SaFE) Reform Initiative, which is discussed below. A proviso in the 2023-2024 budget¹¹ led to a community engagement and outreach effort focused on improved transit security in geographic areas of concern, as well as the creation of Metro's Safety Emphasis Coordination Team, also discussed below. A proviso in the 2025 budget, which is the subject of today's briefing, requires Metro to brief the RTC or TrEE Committee on transit safety and security issues and metrics by April 30, 2025.¹²

- **Safety-focused restructure.** In 2024, the Council approved¹³ the creation of the Safety, Security, and Quality Assurance Division within Metro, the functions of which include managing safety and security administration and emergency management activities for the traveling public and Metro employees, as well as maintaining regulatory compliance activities. The functions in this new division were previously housed under the General Manager's office. According to Metro staff at the time, placing these functions within their own division was expected to create the structure necessary to support the increased safety and security programs required under federal regulations, as well as the expanded transit safety and security work being carried out by this group.
- **Performance tracking.** The Council and RTC included customer safety satisfaction, number of assaults and disturbances, and number of preventable collisions as transit safety and security metrics in the 2021 update to the Strategic Plan for Public Transportation.¹⁴ Performance on these metrics is tracked on Metro's online Strategic Plan dashboard.¹⁵

Metro transit security functions. Metro uses a “care and presence”¹⁶ 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)¹⁷ under contract to Metro¹⁸ that enforces the Transit Code of Conduct.¹⁹ MTP focuses its efforts on Metro services in Seattle, South King County, North King County, and parts of unincorporated King County.²⁰ It does not currently patrol the Water Taxi, Access, Metro Flex, or Seattle Streetcar.

¹⁰ Ordinance 19120, Section 113, Proviso 5, as amended by Ordinance 19364, Section 86, Proviso P5 and Motion 16128

¹¹ Ordinance 19546, Section 114, Proviso P2 and Motion 16647

¹² Ordinance 19861, Section 115, Proviso P6

¹³ Ordinance 19741

¹⁴ Ordinance 19367

¹⁵ King County Metro Strategic Plan Dashboard ([link](#))

¹⁶ A Metro document describing its “care and presence” transit safety model can be found [here](#)

¹⁷ Members of the MTP are commissioned police officers.

¹⁸ 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.

¹⁹ KCC 28.96

²⁰ 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.

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 early 2025, Metro stated that 65 of 79 budgeted MTP positions were filled and that it was working with KCSO on officer recruitment and retention. 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 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 140.²¹ 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.²²

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 resumed on March 31, 2025, with fare enforcement beginning May 31, 2025.²³ 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.²⁴ The implementation

²¹ Ordinance 19546

²² 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.

²³ King County Metro, Metro Matters, King County Metro to resume fare inspection in March 2025, January 6, 2025 ([link](#))

²⁴ Ordinance 19120, Section 113, Proviso 5, as amended by Ordinance 19364, Section 86, Proviso P5

report²⁵ for this effort, which Metro named the Safety, Security, and Fare Enforcement (SaFE) Reform Initiative, identified several strategies, including updating Metro's Code of Conduct, and:

- **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.²⁶

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 budget²⁷ includes funding for 14 short-term temporary Ambassadors and two Lead Ambassadors.

- **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.²⁸

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 2024,²⁹ 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 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

²⁵ Motion 16128

²⁶ 2024-B0050

²⁷ Ordinance 19861

²⁸ 2024-B0050

²⁹ Motion 16647

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.

Safety and security measures and targets. Metro's adopted Strategic Plan for Public Transportation³⁰ sets performance measures for each of its goal areas. For the Safety goal area, performance measures include:

- **Customer safety satisfaction:** Personal safety satisfaction score from Rider/Non-Rider survey.
- **Assaults and disturbances:**³¹ Employee assaults and passenger physical disturbances per million boardings. The target is zero.
- **Preventable collisions:** Preventable collisions and customer injuries per million miles. The target is a 5% reduction from the previous year.

Information on Metro's success at achieving its targets is tracked on Metro's Strategic Plan dashboard.³²

Budget actions. In response to ongoing concerns about transit safety and security, the Council included a proviso in the 2025 budget ordinance³³ that asked Metro to brief the RTC or TrEE Committee by April 30, 2025, specifically:

P6 PROVIDED FURTHER THAT:

Of this appropriation, \$100,000 shall not be expended or encumbered until the executive provides a briefing to the regional transit committee or the transportation, economy, and environment committee or its successor. The briefing shall include, but not be limited to, the following:

A. Information about transit safety and security incidents, including, but not limited to:

1. A description of the Metro transit department's current targets for safety and security incidents, including, but not limited to, operator assaults, passenger disturbances, and other safety and security incidents on transit or at transit stops. For context, the Metro transit department's strategic plan dashboard identifies a target of zero for operator assaults, but does not identify a target for passenger disturbances or for other safety and security incidents;

2. A number of safety and security incidents, by category, that occurred during the 2023-2024 biennium, including, but not limited to, operator assaults, passenger disturbances, and other safety and security incidents on transit or at transit stops;

³⁰ Ordinance 19367, Attachment A

³¹ Operator assaults are as reported by Metro Transit Police, defined as unwanted touching, spitting, or physical assault of the driver, and chargers were pursued. Passenger disturbances are defined as any event in which passengers engage in a physical assault or altercation.

³² Metro Strategic Plan Dashboard ([link](#))

³³ Ordinance 19861, Section 115, Proviso P6

3. A listing of routes, transit stops or centers, or geographic locations, that have experienced the highest numbers of incidents by category and overall; and

4. Information on the reductions in safety and security incidents the Metro transit department seeks to achieve in 2025; and

B. A description of strategies that will be used, including, but not limited to, additional staff or resources that are needed for the Metro transit department to reduce the number of safety and security incidents during 2025 and to meet its safety and security targets, including, but not limited to, a description of how resources, staff, or contracted security officers will be focused on bus routes, transit stops or centers, or geographic locations.

The executive should provide the briefing required by this proviso by April 30, 2025.

Today's briefing will provide Metro's response to the budget proviso.

INVITED

- Ernest Kandilige, Deputy General Manager, Metro Transit Department
- Rebecca Frankhouser, Director of Safety and Security, Metro Transit Department

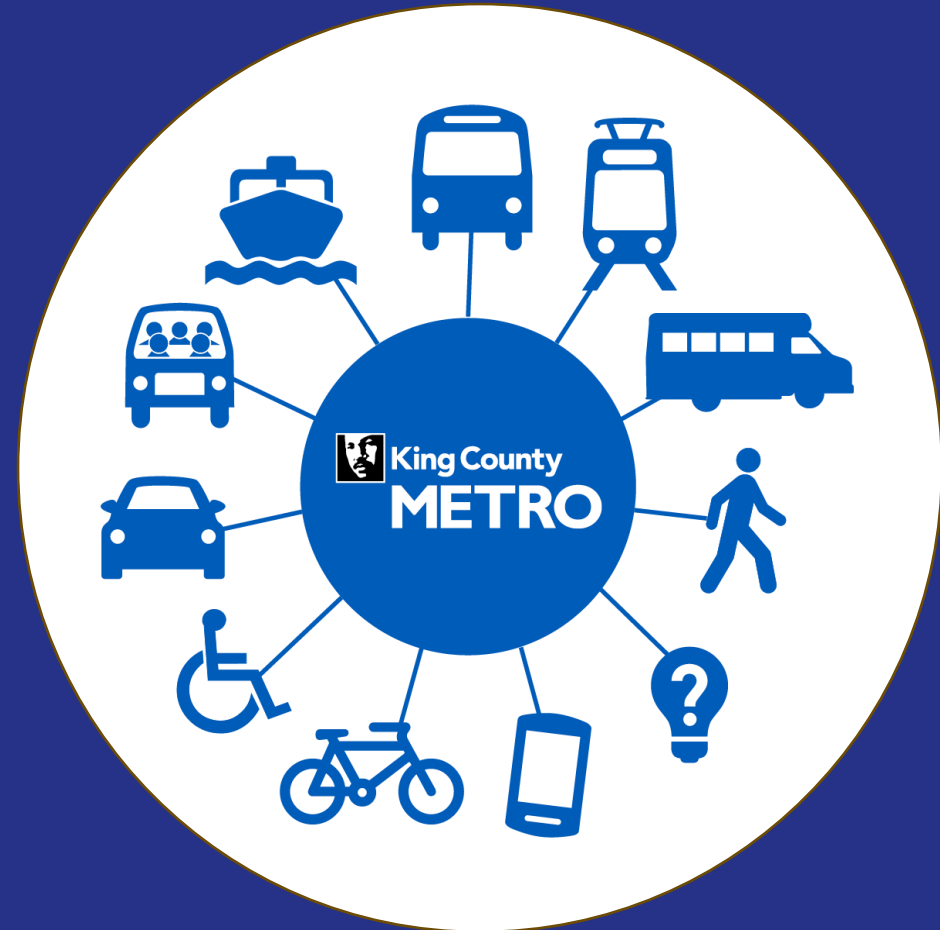
ATTACHMENTS

- Metro Safety & Security Proviso Briefing presentation materials

Metro Safety & Security Proviso Briefing

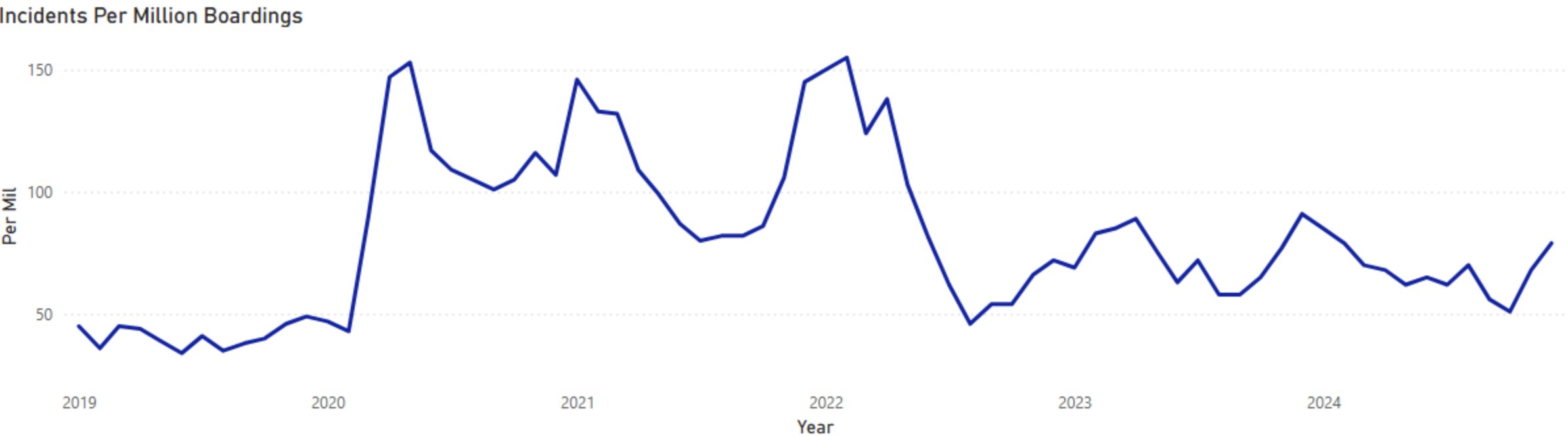
Transportation, Economy, and Environment Committee – April 15, 2025

Regional Transit Committee – April 16, 2025

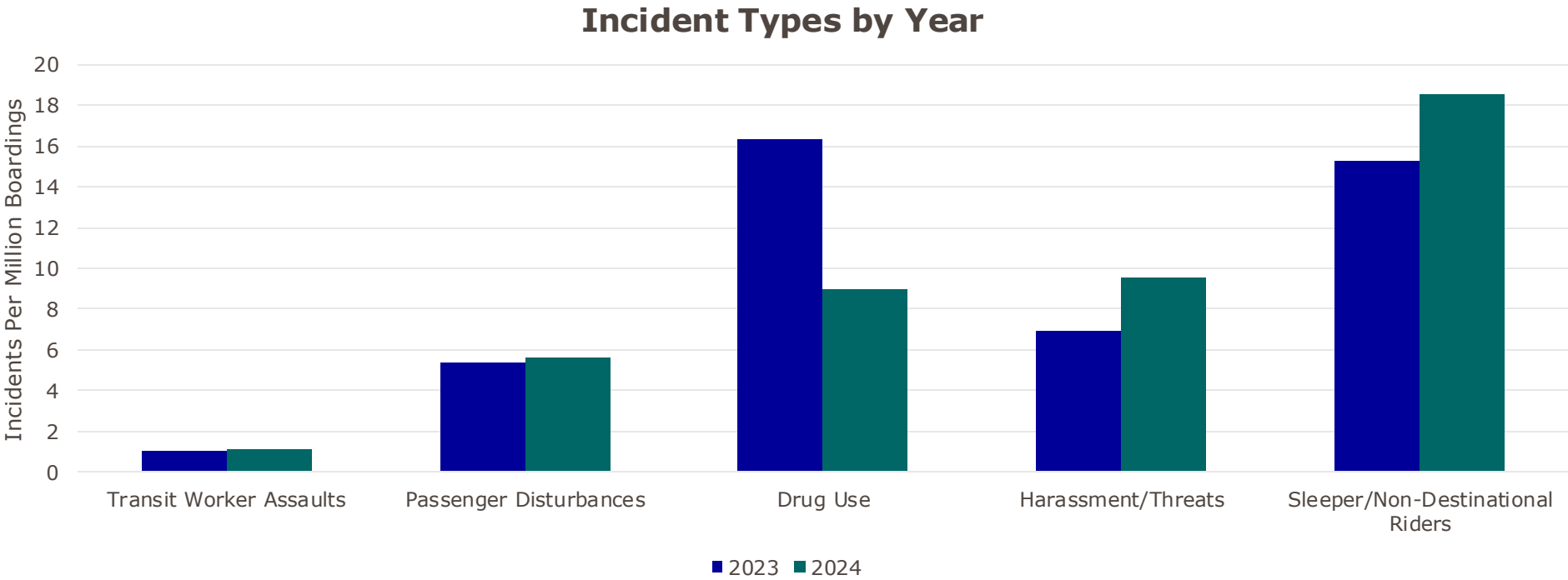


Transit Safety and Security Incidents

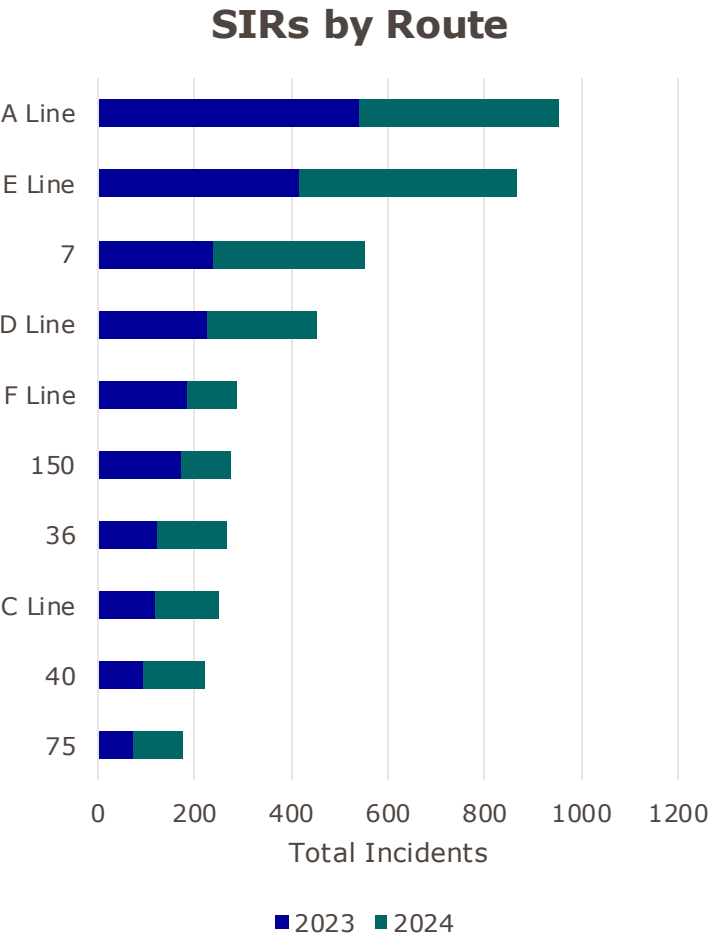
Overall Safety Trends



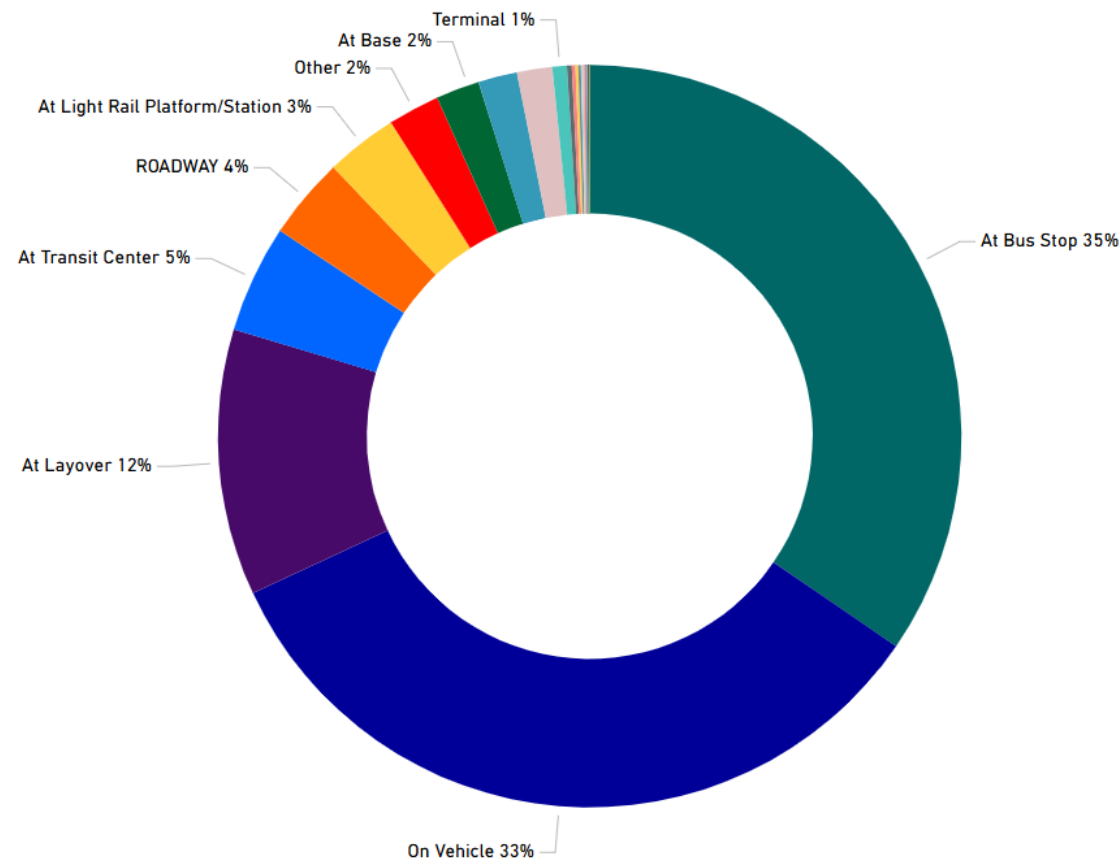
2023-2024 Incidents



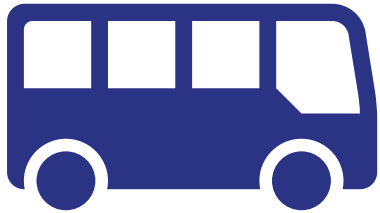
Top Incident Areas



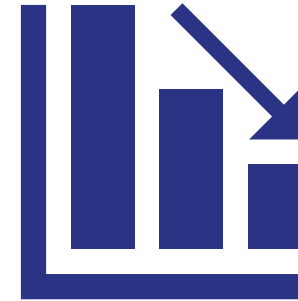
SIRs by Primary & Secondary Event Locations



2025 Goals



Improve safety for operators and riders at and around Metro facilities



Reduction of incidents across the board, especially in the areas with the highest incident rates

Strategies



Improving Regional Collaboration

An aerial photograph of a large port area, likely Seattle's Port of Seattle. The foreground and middle ground are filled with numerous shipping containers stacked in neat rows. In the background, several large gantry cranes are visible, along with various industrial buildings and a highway. The sky is clear and blue.

Enhancing Security Across Metro's System

Closing and Questions



King County

Metropolitan King County Council Budget and Fiscal Management Committee

STAFF REPORT

Agenda Item:	6	Name:	Mary Bourguignon
Proposed No.:	2025-0109	Date:	April 15, 2025

SUBJECT

Proposed Ordinance 2025-0109 would amend the King County Code to assert Metro's authority to apply for federal transit funding on behalf of King County.

SUMMARY

In response to a Federal Transit Administration (FTA) requirement, Proposed Ordinance 2025-0109 would add a new chapter to Title 28 of the King County Code stating that Metro is authorized to apply for federal transit funding on behalf of King County.

Metro began providing transit service in King County on January 1, 1973, following a voter-approved merger of the public Seattle Transit System and the private Metropolitan Transit Corporation into the Municipality of Metropolitan Seattle. Metro was recognized as a public transit agency at the time and received its first grant of federal funding in 1973 under the Urban Mass Transportation Act (UMTA).

Metro's functions were assumed into King County on January 1, 1994, following a 1992 vote to merge the Municipality of Metropolitan Seattle into King County. In April 1994, then-Governor Lowry notified the FTA that King County would replace the Municipality of Metropolitan Seattle as a "designated recipient" for federal transit funding.

Since 1994, Metro has operated as a public transit agency within King County, first as a division of the King County Department of Transportation and then, since 2019, as the Metro Transit Department. The King County Council serves as its governing body, with the Regional Transit Committee providing guidance on "countywide policies and plans."

The proposed legislation would amend Title 28 of the King County Code, which covers the transit and wastewater functions of the former Municipality of Metropolitan Seattle, to assert Metro's authority to seek federal transit funding on behalf of King County. The proposed legislation would formalize current practice, under which Metro applies for and receives federal funding and responds to federal compliance and reporting requirements. Amendment 1 would clarify that the term "designated recipient" refers to King County in this context, based on the Governor's 1994 designation.

BACKGROUND

Metro organization and governance. In 1958, King County voters approved the creation of a new regional authority, the Municipality of Metropolitan Seattle (called Metro), to oversee wastewater treatment.

In 1972, voters authorized the Metro agency to operate a regional bus system, taking over operations from the City of Seattle's Seattle Transit System and the private Metropolitan Transit Corporation.¹ Metro Transit began countywide operations as a public transit agency on January 1, 1973, and received its first federal grant under the Urban Mass Transportation Act (UMTA) later that year.²

In 1992, voters approved the merger of the Metro agency's functions into King County.³ As part of this merger, King County assumed operations of Metro Transit beginning January 1, 1994.

At the same time, voters amended the King County Charter to establish three regional committees to coordinate oversight for the functions of the former Metro agency: the Regional Policy Committee (RPC), Regional Water Quality Committee (RWQC), and Regional Transit Committee (RTC).⁴

The Charter states that: "Each regional committee shall develop, propose, review and recommend action on ordinances and motions adopting, repealing, or amending transit, water quality or other regional countywide policies and plans within the subject matter area of the committee."⁵

In terms of the RTC's role in providing oversight of Metro Transit, the King County Code specifies that: "The chair of the council shall refer to the regional transit committee countywide policies and plans related to the transit services formerly provided by the municipality of metropolitan Seattle"⁶ and goes on to describe the duties of the RTC as follows:

The regional transit committee shall develop, review and recommend countywide policies and plans related to the transportation services formerly provided by the municipality of metropolitan Seattle. Plans and policies that must be assigned to the committee include, but are not limited to, the long-range transit system and capital improvement plans, service design, development and allocation policies, financial policies, fare policies, facility siting policy and major facilities siting process, and review and comment upon Regional Transit Authority plans.⁷

¹ King County Department of Metropolitan Services, 1995, "Better than Promised: An Informal History of the Municipality of Metropolitan Seattle," Bob Lane ([link](#))

² About Metro, Transit Milestones, The 1970s ([link](#))

³ History of the Charter Review ([link](#))

⁴ King County Charter §270

⁵ King County Charter §270.30

⁶ KCC 1.24.065.D.1.a (Rule 7)

⁷ Rule 7 (KCC 1.24.065.K.2)

Under this dual model of governance, the RTC and Council are jointly responsible for the oversight of “countywide policies and plans” related to Metro, as stated in the Code and the Charter. These countywide policies and plans have been defined in recent years as Metro’s three adopted policy documents: the Strategic Plan for Public Transportation, King County Metro Service Guidelines, and Metro Connects long-range plan. These policy documents were last updated by the RTC and Council in 2021.⁸

Beyond the oversight of Metro’s countywide policies and plans, the King County Council serves as Metro’s governing body, and is responsible for the oversight of Metro’s budget, fund management, and operations, including service changes⁹ and transit safety and security.¹⁰ When FTA-required compliance documents require approval by a transit agency’s Board of Directors prior to submittal, the King County Council fills that role for Metro.¹¹

Federal transit funding. The Federal government defines “public transportation”¹² as “regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.” Public transportation (which is used interchangeably with the term “transit”) does not, as defined, include intercity passenger rail transportation, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of a specific establishment, or intra-terminal or intra-facility shuttle service.

Federal funding for public transportation is primarily organized through metropolitan planning organizations (MPOs), which then coordinate grants and pass-through funding for the transit agencies within their geographic scope. The Federal Transit Administration (FTA) refers to these MPOs as “designated recipients” in the context of federal transit funding. The Puget Sound Regional Council (PSRC) is the metropolitan planning organization for the Puget Sound region and is the region’s primary designated recipient for federal transit funding.¹³

⁸ Ordinance 19367

⁹ Under the King County Code (KCC 28.94.020.B), Metro’s General Manager has the authority to make administrative service changes to change a route’s established weekly service hours by 25 percent or less; change a route’s location by less than one-half mile from any existing stop; change route numbers; or make necessary service changes in response to an emergency. All other changes require Council approval and are therefore classified as “major” service changes. Metro generally implements major service changes twice a year, in spring and fall, with Council approval sought approximately six months in advance. Under Title VI of the federal Civil Rights Act, Metro is required to evaluate the impacts of major transit service changes on minority and low-income populations and must report on those impacts to the Federal Transit Administration (FTA) through a Title VI program report every three years, which must be approved by the Council prior to being submitted to the FTA. The most recent Title VI program report was approved by Motion 16179.

¹⁰ As part of the Council’s oversight of transit safety and security, the Council must approve each update to Metro’s federally required Public Transportation Agency Safety Plan (PTASP), prior to Metro submitting the PTASP to the FTA. The most recent PTASP was approved by the Council in 2024 through Motion 16618.

¹¹ In Metro’s 2024 Public Transportation Agency Safety Plan (Motion 16618), the Council is referred to as the “Board of Director equivalent,” and the motion approving the plan for submittal was included as an attachment to the plan when it was submitted to the FTA.

¹² 49 USC Chapter 53 – Public Transportation

¹³ The PSRC is the metropolitan planning organization for the four-county Puget Sound region (King, Pierce, Snohomish, Kitsap). It was created in 1956 and designated a metropolitan planning organization

The PSRC's 2024 Policy Framework¹⁴ for Federal Funds notes that the PSRC is responsible for developing the region's four-year Regional Transportation Improvement Program (TIP) and for selecting projects to receive funds from a variety of federal funding sources, including:

- Federal Highway Administration (FHWA) Funds
 - Surface Transportation Program Block Grant Program (STBG)¹⁵
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)¹⁶
- Federal Transit Administration (FTA) Funds
 - Urbanized Area Formula Program (5307)¹⁷
Section 5307 funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. They may also be used for projects previously eligible under the eliminated Job Access and Reverse Commute Program.
 - State of Good Repair High Intensity Fixed Guideway (5337 HIFG)
State of Good Repair High Intensity Motorbus (5337 HIMB)
Section 5337¹⁸ funds are available for a variety of projects for maintenance, replacement, and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans.
 - Bus and Bus Facilities (5339)¹⁹
Section 5339 funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities.

In addition to these funding sources, the projects listed in the PSRC's TIP may also compete for and receive other state and federal funds, such as the FTA's New Starts or Small Starts program,²⁰ the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program,²¹ and others.

Metro's federal transit funding. As noted above, Metro received its first federal grant in 1973, the year it began operations as a countywide public transit agency. Today, Metro is listed in PSRC's Policy Framework²² for Federal Funds as one of the public

in 1973. The PSRC develops planning and policy documents on growth management (Vision 2050), economic development (Regional Economic Strategy), and transportation planning (Regional Transportation Plan). The PSRC also awards state and federal transportation funding to projects in the four-county area. Transit agencies represented by the PSRC include King County Metro, Pierce Transit, Sound Transit, Community Transit, Washington State Ferries, Skagit Transit, Everett Transit, Kitsap Transit, and Intercity Transit.

¹⁴ Puget Sound Regional Council, 2024 Policy Framework for PSRC's Federal Funds, Adopted January 25, 2024 ([link](#))

¹⁵ Federal Highway Administration, Surface Transportation Block Grant Program (STBG) ([link](#))

¹⁶ Federal Highway Administration, Congestion Mitigation and Air Quality Improvement program ([link](#))

¹⁷ Federal Transit Administration, Urbanized Area Formula Grants – 5307 ([link](#))

¹⁸ Federal Transit Administration, State of Good Repair Grants – 5337 ([link](#))

¹⁹ Federal Transit Administration, Grants for Buses and Bus Facilities Formula Program ([link](#))

²⁰ Federal Transit Administration, Capital Investment Grants Program: New Starts, Small Starts and Core Capacity Improvements ([link](#))

²¹ U.S. Department of Transportation, RAISE Grants ([link](#))

²² Puget Sound Regional Council, 2024 Policy Framework for PSRC's Federal Funds, Adopted January 25, 2024 ([link](#))

transit agencies that participates in the PSRC's distribution of federal transit funding within the Seattle-Tacoma-Everett urbanized area, along with Community Transit, Everett Transit, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and Washington State Ferries.

In addition, although the PSRC is the primary designated recipient for federal transit funding within the region, the Governor is authorized to name individual transit agencies or government entities as designated recipients that are authorized to seek and accept FTA funds in cooperation and coordination with PSRC. King County is named as one of these designated recipients based on the designation by then-Governor Lowry in 1994 after the Metro Transit functions were assumed into King County from the former Municipality of Metropolitan Seattle. (Please see Attachment 5 to this staff report for the letter from Governor Lowry to the FTA naming King County as a designated recipient for federal transit funds.)

As one of the named transit agencies that participates in the PSRC's transit funding distributions, as well as in its role as a designated recipient on its own, Metro, on behalf of King County, receives more than \$100 million each year in operating and capital grant funding from the FTA.

As a public transit agency that is eligible to receive federal transit funding, Metro must adhere to federal laws, rules, and regulations, and must also meet FTA reporting and compliance requirements. These include providing data each year to the National Transit Database;²³ submitting program reports every three years on Metro's compliance with Title VI of the 1964 Civil Rights Act;²⁴ developing, regularly updating, and submitting a Public Transportation Agency Safety Plan;²⁵ developing and regularly updating an ADA Transition Plan²⁶ to document the agency's work to address accessibility barriers to its facilities and services; and agreeing to meet federal transit grant conditions by committing to local funding match thresholds or ongoing service requirements.²⁷

Proposed legislation. Proposed Ordinance 2025-0109 would add a new chapter to Title 28 of the King County Code to assert Metro's authority to seek federal transit funding on behalf of King County.

The Executive states that the FTA conducted a review of Metro's documentation over the course of its history: from the Seattle-only Seattle Transit System to countywide operations through the Municipality of Metropolitan Seattle to its current position as an executive branch department within King County. Following that review, the FTA has required that Metro provide an assertion from the King County Council that Metro is

²³ The FTA's National Transit Database is the repository of data about the financial, operating, and asset conditions of American transit systems. ([link](#))

²⁴ The most recent Title VI program report was approved by Motion 16179.

²⁵ The most recent Public Transportation Agency Safety Plan was approved by the Council in 2024 through Motion 16618.

²⁶ King County Metro ADA Transition Plan Engagement ([link](#))

²⁷ As an example of this type of commitment to ongoing service requirements, the Council's approval of the locally preferred alternative (aka alignment) for the RapidRide J Line (Ordinance 19312) authorized the Executive to enter into a project agreement with the FTA that would include defined service level commitments for five years as a prescribed conditions of receiving federal grant funds.

authorized to apply for federal transit funding on behalf of King County and that King County will comply with federal transit funding requirements. The proposed legislation would provide that authorization through a new chapter in Title 28 of the King County Code.

Title 28 of the King County Code covers the “metropolitan functions” of transit and wastewater that were formerly operated by the Municipality of Metropolitan Seattle. Chapters 28.94, 28.96, and 28.101 cover Metro’s role and duties,²⁸ including transit routes and classes of service; the ADA paratransit system and community transportation program; vehicle electrification; transit public restrooms; reporting requirements; the regulation and enforcement of conduct on transit property; and the commute trip reduction program.

The proposed new chapter in Title 28 would state that:

- Metro’s General Manager is authorized to execute and file applications for federal assistance on behalf of King County through the FTA and has received authority from the “designated recipient” to apply for Urbanized Area Formula Program (Section 5307) assistance.
- The General Manager is authorized to execute and file other certifications, assurances, and documents the FTA may require before awarding a federal transit grant or cooperative agreement.
- The General Manager is authorized to execute grant and cooperative agreements with the FTA on behalf of King County.
- The General Manager may delegate this authority in writing.

ANALYSIS

The chapter to be added to KCC Title 28 through Proposed Ordinance 2025-0109 would appear to formalize current practice, under which Metro receives more than \$100 million in federal funding each year; responds to federal compliance and reporting requirements; applies for federal grant funding for specific projects; and commits that King County will meet the requirements of federal transit funding awards.

The fiscal note that was submitted indicates that the legislation would authorize Metro to apply for federal assistance and comply with the terms of federal awards, but that there would be no direct cost or revenue associated with the adoption of the legislation.

Table 1, below, shows the FTA formula funding Metro is anticipating in 2025, 2026, and 2027. As described above, formula funding is allocated to the individual transit agencies in the region via the PSRC. Metro notes that the 2025 funds have been appropriated by PSRC, although PSRC has not issued the final distribution for the year. The estimates for 2026 and 2027 are based on PSRC funding level estimates for programming

²⁸ In addition to the provisions in Title 28, the organization of the Metro Transit Department is set at KCC 2.16.038; Metro’s official community engagement entities are set at KCC 2.124; Metro fares are set at KCC 4A.700; and goals for the transition to a zero-emission transit fleet are set at KCC 18.22.010.

purposes that were prepared in 2024, which may change because the current Federal Transportation Act expires in September 2026.

Table 1. FTA Formula Funds to Metro Transit, Estimates 2025-2027²⁹

	2025	2026	2027
Section 5307 Formula	\$55,000,562	\$56,338,693	\$45,017,934
Section 5307 Equity Distribution ³⁰	\$17,089,852	\$17,253,288	\$13,786,393
Section 5339 Bus and Bus Facilities	\$4,192,490	\$4,294,491	\$3,431,551
Section 5337 HIMB ³¹ State of Good Repair	\$11,849,866	\$12,138,166	\$9,699,110
Section 5337 HIFG ³² State of Good Repair	\$38,503,099	\$39,439,856	\$31,514,768
TOTAL	\$126,635,869	\$129,464,494	\$103,449,756

Table 2 summarizes known FTA discretionary grants for Metro Transit.

Table 2. FTA Discretionary Grants to Metro Transit (as of Spring 2025)

Grant	Amount	Status
Section 5309 Small Starts (RapidRide I Line)	\$79,691,985	Obligated January 2025
Section 5309 Small Starts (RapidRide K Line)	\$8,134,600	Awarded 2023, not yet obligated At Region X delayed by Executive Orders
Section 5339 Low/No-Emission Battery Buses	\$33,552,634	Awarded 2023, not yet obligated At Region X delayed by Executive Orders
Section 5339 Low/No-Emission Battery Buses	\$6,680,083	Not yet programmed into STIP ³³

Proposed Ordinance 2025-0109 is based on the federal regulations, grant programs, and FTA requirements that were in effect when the legislation was drafted. It is not clear if there might be changes made at the federal level in the coming months or years that would affect federal transit funding practices or procedures or the eligibility of individual transit agencies or other designated recipients to receive federal transit funding.

AMENDMENT

Amendment 1 would make a technical clarification that the term “Designated Recipient” in the context of the language to be added to Title 28 of the King County Code refers to King County, which was made a designated recipient for federal transit funding in 1994.

²⁹ Amounts are as programmed in the Statewide Transportation Improvement Program (STIP) but have not been finalized. Figures for 2026 and 2027 are subject to change based on appropriation levels and 2026 re-authorization of the Transportation Act.

³⁰ The Equity Distribution is a PSRC program that distributes 14% of the federal allocation of Section 5307 funding to the Urbanized Area's transit agencies by a regionally agreed upon formula based on equity factors. (For areas with populations of 200,000 and more, the baseline formula for distribution of Section 5307 funds is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.)

³¹ HIMB = High Intensity Motor Bus (refers to public transportation operating on a facility that permits access for other high-occupancy vehicles) ([link](#))

³² HIFG = High Intensity Fixed Guideway

³³ STIP = Statewide Transportation Improvement Program

The Puget Sound Regional Council, as the region's Metropolitan Planning Organization, is the default designated recipient for federal transit funding for the region.

In addition, however, in 1994, then-Governor Lowry named King County as a designated recipient for federal transit funding, and it is King County's role as a designated recipient that is being referenced in this amendment to the Code. (See Attachment 5 to this staff report for the 1994 letter from Governor Lowry to the FTA regarding King County's status as a designated recipient of federal transit funding.)

ATTACHMENTS

1. Proposed Ordinance 2025-0109
2. Amendment 1
3. Transmittal letter
4. Fiscal note
5. Designated Recipient letter from Governor to FTA, April 22, 1994
6. Summary of federal transit funding sources

INVITED

- David Morrison, Manager of Accounting, Grants and Contracting, Metro Transit Department



KING COUNTY

Signature Report

Ordinance

ATTACHMENT 1

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Proposed No. 2025-0109.1

Sponsors Quinn

1 AN ORDINANCE authorizing the Metro transit
2 department to file applications with the Federal Transit
3 Administration, an operating administration of the United
4 States Department of Transportation, for federal
5 transportation assistance authorized by 49 U.S.C. chapter
6 53, Title 23 U.S.C., and other federal statutes administered
7 by the Federal Transit Administration; and adding a new
8 chapter to K.C.C. Title 28.

9 **STATEMENT OF FACTS:**

- 10 1. The Federal Transportation Administrator has been delegated authority
11 to award federal financial assistance for transportation projects.
- 12 2. The Federal Transportation Administrator requires legislation expressly
13 authorizing the Metro transit department of King County to apply for
14 federal assistance and legally committing King County to comply with the
15 terms of an award as the recipient or applicant of a grant or cooperative
16 agreement.
- 17 3. The grant or cooperative agreements for federal financial assistance
18 will impose certain obligations upon King County, and may require King
19 County to provide the local share of project costs.

20 4. The Metro transit department has or will provide all annual
21 certifications and assurances to the Federal Transit Administration
22 required for Federal Transit Administration-funded projects.

23 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

24 SECTION 1. Section 2 of this ordinance should constitute a new chapter in
25 K.C.C. Title 28.

26 NEW SECTION. SECTION 2. A. The general manager of the Metro transit
27 department is authorized to execute and file applications for federal assistance on behalf
28 of King County with the Federal Transit Administration for federal assistance authorized
29 by 49 U.S.C. chapter 53, Title 23 U.S.C., or other federal statutes authorizing a project
30 administered by the Federal Transit Administration. For purposes of receiving Urbanized
31 Area Formula Program Assistance authorized by 49 U.S.C. Sec. 5307, either alone or in
32 addition other federal assistance administered by the Federal Transit Administration the
33 Metro transit department has received authority from the Designated Recipient to apply
34 for Urbanized Area Formula Program assistance.

35 B. The general manager of the Metro transit department is authorized to execute
36 and file with the department's applications such other annual certifications and assurances
37 and other documents as the Federal Transportation Administration may require before
38 awarding a federal assistance grant or cooperative agreement.

39 C. The general manager of the Metro transit department is authorized to execute
40 grant and cooperative agreements with the Federal Transit Administration on behalf of
41 King County.

42 D. The general manager of the Metro transit department may delegate in writing
43 the signature authority granted under subsections A., B., and C. of this section. Any such
44 a delegation shall not reduce the authority granted to the general manager under this
45 section.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Girmay Zahilay, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

APPROVED this ____ day of _____, ____.

Shannon Braddock, County Executive

Attachments: None

1

April 15, 2025

Technical clarification

[mbourguignon] Sponsor: Quinn
 Proposed No.: 2025-0109.1

1 **AMENDMENT TO PROPOSED ORDINANCE 2025-0109, VERSION 1**

2 On page 2, strike lines 26 through 34 and insert:

3 "NEW SECTION. SECTION 2. A. The general manager of the Metro transit
 4 department is authorized to execute and file applications for federal assistance on behalf
 5 of King County with the Federal Transit Administration for federal assistance authorized
 6 by 49 U.S.C. chapter 53, Title 23 U.S.C., or other federal statutes authorizing a project
 7 administered by the Federal Transit Administration. For purposes of receiving Urbanized
 8 Area Formula Program Assistance authorized by 49 U.S.C. Sec. 5307, either alone or in
 9 addition to other federal assistance administered by the Federal Transit Administration,
 10 the Metro transit department, as an executive department of King County and as
 11 authorized by the King County executive, has received authority from the Governor to be
 12 a Designated Recipient to apply for Urbanized Area Formula Program assistance."

13

14 **EFFECT prepared by *Mary Bourguignon*: Would make a technical clarification to**
 15 **specify that the term "Designated Recipient" in this context refers to King County,**
 16 **which was made a designated recipient for federal transit funding in 1994. The**
 17 **Puget Sound Regional Council, as the region's Metropolitan Planning Organization,**
 18 **is the default designated recipient for federal transit funding for the region. In**

19 **addition, however, in 1994, then-Governor Lowry designated King County as a**
20 **designated recipient for federal transit funding, and in this case, the “Designated**
21 **Recipient” that is referenced is King County.**



King County

Dow Constantine

King County Executive

401 Fifth Avenue, Suite 800

Seattle, WA 98104-1818

206-263-9600 Fax 206-296-0194

TTY Relay: 711

www.kingcounty.gov

March 26, 2025

The Honorable Girmay Zahilay
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Zahilay:

This letter transmits a proposed Ordinance that would, if enacted, add a new chapter to King County Code Title 28 expressly authorizing the Metro Transit Department (Metro) to apply for federal assistance from the Federal Transit Administration (FTA) and legally committing King County to comply with the terms of an award as the recipient or applicant of a grant or cooperative agreement. This proposed Ordinance will bring Metro into compliance with an FTA requirement that a grantee's governing body expressly acknowledge and accept the legal terms and obligations required under their awards.

Metro has accepted grant awards from the FTA and its predecessor the Urban Mass Transportation Administration since Metro began operations on January 1, 1973. Metro accepted these awards under a series of legal documents detailing the succession of interests from the Seattle Transit System to Metro. A review of these documents by the FTA's legal department in late 2024, however, led FTA to require that Metro obtain an updated, express authorization from the King County Council stating that King County will accept the terms and conditions of FTA awards. While Metro has annually certified compliance with the laws, rules, and regulations governing FTA grants as required by federal transportation law, FTA required this updated authorization.

In recent years, Metro has received approximately \$100 million per year from the FTA. These grants have helped Metro with significant capital projects such as the purchase of new buses and the construction of RapidRide bus rapid transit lines, while providing additional dollars for the maintenance of buses, ferry boats, and facilities. This partnership with the FTA is critical to Metro continuing to provide high quality service, offering a variety of mobility options to its customers, including the most vulnerable populations in our community.

The Honorable Girmay Zahilay

March 26, 2025

Page 2

Thank you for your consideration of this proposed Ordinance. If your staff have questions, please contact David Morrison, Manager of Accounting, Grants and Contracting, Metro Transit Department, at 206-477-3818.

Sincerely,



for

Dow Constantine

King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council

Melani Hay, Clerk of the Council

Karan Gill, Chief of Staff, Office of the Executive

Penny Lipsou, Council Relations Director, Office of the Executive

Michelle Allison, General Manager, Metro Transit Department

Jeannie Miller, Assistant General Manager, Finance and Administration Division, Metro Transit Department

2025 FISCAL NOTE

Ordinance/Motion:

Title: Ordinance to ReAuthorize Metro to Accept and Comply with Federal Transit Administration Funding Obligations

Affected Agency and/or Agencies: Metro Transit Department

Note Prepared By: Thomas Moran

Date Prepared: 2/13/2025

Note Reviewed By: Geoff Kaiser

Date Reviewed: 2/13/2025

Description of request:

Request for a fiscal note for an ordinance to add a new chapter to the King County Code authorizing the Metro Transit Department to accept Federal Transit Administration (FTA) funding and the terms and conditions of FTA awards. There are no immediate expenses or revenues associated with the authorization ordinance.

Revenue to:

Agency	Fund Code	Revenue Source	2025	2026-2027	2028-2029
Metro Transit	4641	Grants	0	0	0
TOTAL			0	0	0

Expenditures from:

Agency	Fund Code	Department	2025	2026-2027	2028-2029
Metro Transit	4611		0	0	0
TOTAL			0	0	0

Expenditures by Categories

	2025	2026-2027	2028-2029
Services	0	0	0
TOTAL	0	0	0

Does this legislation require a budget supplemental? Ye No

Notes and Assumptions:

This ordinance authorizes Metro to apply for federal assistance and comply with the terms of federal awards. There is no direct cost or revenue associated with the adoption of this ordinance.

** TOTAL PAGE 05 **

File: TIP / Final TIP / Certifs & / Governor Approval of Desig Recip

K. King

COPIED
FOR:DICK
KAREN
DON

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (206) 753-6780

RECEIVED
MAY 10 1994

PUGET SOUND REGIONAL COUNCIL

April 22, 1994

Mr. Terry Ebersole, Regional Administrator
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, Washington 98104

Dear Mr. Ebersole:

I am designating Metropolitan King County to replace the Municipality of Metropolitan Seattle as a recipient for the Seattle-Everett urbanized area for Section 9, Federal Transit Act, purposes. This designation does not affect any other designations made for the Seattle-Everett urbanized area.

I am taking this action in response to the request made February 7 by Metropolitan King County, a publicly owned operator of mass transportation services, and endorsed March 1 by the Puget Sound Regional Council, representing responsible local officials. We are acting pursuant to Sections 5(b)(1) and 9(m)(1) of the Federal Transit Act.

This replaces my letter to you dated February 23, 1994.

Sincerely,

MIKE LOWRY
Governor

cc: Honorable Gary Locke, Metropolitan King County Executive
Carolyn Purnell, Metropolitan King County
Sharyn Parker, Metropolitan King County
✓ Mary McCumber, Puget Sound Regional Council

Summary of Federal Transit Sources

Table 1 shows the FTA formula funding Metro is anticipating in 2025, 2026, and 2027. Formula funding is allocated to the transit agencies in the region via the PSRC. The 2025 funds have been appropriated by PSRC, but PSRC has not issued the final distribution for the year. The estimates for 2026 and 2027 are based on PSRC funding level estimates for programming purposes that were prepared in 2024, which may change because the current Federal Transportation Act expires in September 2026. Table 2 summarizes known FTA discretionary grants for Metro Transit.

Table 1. FTA Formula Funds to Metro Transit, Estimates 2025-2027¹

	2025	2026	2027
Section 5307 Formula	\$55,000,562	\$56,338,693	\$45,017,934
Section 5307 Equity Distribution ²	\$17,089,852	\$17,253,288	\$13,786,393
Section 5339 Bus and Bus Facilities	\$4,192,490	\$4,294,491	\$3,431,551
Section 5337 HIMB ³ State of Good Repair	\$11,849,866	\$12,138,166	\$9,699,110
Section 5337 HIFG ⁴ State of Good Repair	\$38,503,099	\$39,439,856	\$31,514,768
TOTAL	\$126,635,869	\$129,464,494	\$103,449,756

Table 2. FTA Discretionary Grants to Metro Transit (as of Spring 2025)

Grant	Amount	Status
Section 5309 Small Starts (RapidRide I Line)	\$79,691,985	Obligated January 2025
Section 5309 Small Starts (RapidRide K Line)	\$8,134,600	Awarded 2023, not yet obligated <i>At Region X delayed by Executive Orders</i>
Section 5339 Low/No-Emission Battery Buses	\$33,552,634	Awarded 2023, not yet obligated <i>At Region X delayed by Executive Orders</i>
Section 5339 Low/No-Emission Battery Buses	\$6,680,083	Not yet programmed into STIP ⁵

Description of the federal transit grant programs listed in Tables 1 and 2:

Urbanized Area Formula Program (5307): Section 5307 formula funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. ([link](#))

Capital Investment Grants (5309): Section 5309 grants are discretionary (not formula) and fund transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit (such as Metro's RapidRide). ([link](#))

State of Good Repair High Intensity Fixed Guideway (5337 HIFG) & State of Good Repair High Intensity Motorbus (5337 HIMB): Section 5337 funds are available for a variety of projects for maintenance, replacement, and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans. ([link](#))

Bus and Bus Facilities (5339): Section 5339 funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities. ([link](#))

¹ Amounts are as programmed in the Statewide Transportation Improvement Program (STIP) but have not been finalized. Figures for 2026 and 2027 are subject to change based on appropriation levels and 2026 re-authorization of the Transportation Act.

² The Equity Distribution is a PSRC program that distributes 14% of the federal allocation of Section 5307 funding to the Urbanized Area's transit agencies by a regionally agreed upon formula based on equity factors. (For areas with populations of 200,000 and more, the baseline formula for distribution of Section 5307 funds is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.)

³ HIMB = High Intensity Motor Bus (refers to public transportation operating on a facility that permits access for other high-occupancy vehicles) ([link](#))

⁴ HIFG = High Intensity Fixed Guideway

⁵ STIP = Statewide Transportation Improvement Program