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February 24, 2014

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Sponsor: Dave Upthegrove

Proposed No.: 2014-0038

**AMENDMENT TO STRIKING AMENDMENT S1 TO PROPOSED ORDINANCE
2014-0038, VERSION 2**

On page 19, after line 347, insert:

"SECTION 13. A. There is hereby created a low-income fare program implementation task force that shall, by August 15, 2014, submit a report to the council and the executive that reviews the low-income fare program implementation plan submitted by the executive. The report shall address the low-income fare program implementation plan's effectiveness in promoting awareness of the low-income fare program to stakeholder communities in King County and the process for establishing eligibility including a review of potential locations where consumers may seek eligibility to participate in the program. The report may also include recommendations on the modifications to the plan, developed in consultation with the executive. The report shall be filed in the form of a paper original and an electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers.

B. Each member of the task force shall have substantial experience and expertise relevant to public transportation and its utility for low-income individuals and families

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18 and shall have an ability and willingness to attend meetings and participate effectively as
19 a member of the task force. The executive and council shall ensure that diversity of
20 views and experiences are reflected in the appointment of task force members. Diversity
21 of views and experiences shall include, but not be limited to, racial, ethnic, gender
22 identity, geographic and faith diversity. The task force shall be composed of one
23 representative from each of the following:

24 1. A provider of services to immigrant and refugee communities;
25 2. A community organization focusing on transportation issues;
26 3. A member of the transit advisory commission appointed as provided in
27 K.C.C. 2.124.010.3.b;

- 28 4. A member of the women's advisory board;
29 5. A member of the low-income fare options advisory committee;
30 6. A representative from the Community Health Centers;
31 7. A provider of services to the homeless;
32 8. A representative from the Eastside Human Services Forum;
33 9. A representative from the South King Council on Human Services;
34 10. A representative from the North Urban Human Services Alliance;
35 11. A representative from the Seattle Human Services Coalition;
36 12. A member of the Veterans Citizen Levy Oversight Board; and
37 13. A community college student.

38 C. The members of the task force shall be appointed by the executive and
39 submitted to the council with a motion for confirmation no later than forty-five days after
40 the adoption date of this ordinance."

41 **EFFECT: Low-income fare program implementation plan advisory group**
42 **established to advise Council and Executive on transmitted implementation plan.**

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February 24, 2014

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Sponsor: Phillips

Proposed No.: 2014-0038

STRIKING AMENDMENT TO PROPOSED ORDINANCE 2014-0038, VERSION

2

On page 1, delete lines 8 through page 11, line 202 and insert:

"STATEMENT OF FACTS:

1. The 2013/2014 Biennium Budget Ordinance, Ordinance 17476, Section 16, Proviso P1, for the Metro transit division, calls for the executive to work in collaboration with division and council staff to undertake a comprehensive review of transit fares.
2. As part of the budget, the council adopted Metro's financial plan, which included new revenue from a proposed fare increase to take place in 2015.
3. On October 8, 2012, the council passed Motion 13746, which called for the establishment of an advisory committee on mobility as an element of the health and human services safety net to assist in the development of public transportation fare programs for low-income persons.
4. On January 22, 2013, the council passed Motion 13806 increasing the membership in the advisory committee and rescinding Motion 13746.

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- 17 5. Between January and July 2013, the advisory committee met multiple
18 times to review and discuss information related to the Metro transit
19 system's fare structure, existing discounts, policy objectives and financial
20 situation.
- 21 6. During this process, the advisory committee acknowledged the
22 important role the human services ticket program plays in providing
23 mobility for the homeless and those with limited or no income...
- 24 7. On June 12, 2013, the advisory committee approved a final report that
25 recommended that Metro implement a low-income fare program for
26 working poor individuals and families with incomes in the range of up to
27 two hundred percent of the federal poverty level.
- 28 8. The advisory committee recommended the use of external income
29 eligibility verification as a means to help reduce the administrative burden
30 for the transit division associated with low income fare program
31 implementation.
- 32 9. On September 9, 2013, the council passed Motion 13968, accepting the
33 advisory committee final report and recommendations.
- 34 10. The smart card system for regional fare payment - One Regional Card
35 for All ("ORCA") - benefits from increased ORCA card usage by
36 lowering administrative costs associated with cash handling and
37 improving operational speeds as a result of faster boarding times.
- 38 11. The advisory committee identified ORCA as the most practical and
39 desirable method for implementing low-income fare payment.

40 12. King County Metro's Fund Management Policy VI.B, establishes as a
41 performance measure to achieve parity between its Access fare and off-
42 peak adult fare over time. The Access fare will achieve full parity when
43 the ratio of the Access fare to the off-peak adult fare is one to one.

44 13. In accordance with Federal Transit Administration Circular 4702.1B,
45 Chapter IV, which provides guidance to recipients of federal financial
46 assistance for complying with Title VI of the Civil Rights Act of 1964,
47 King County Metro prepared a fare equity analysis for council
48 consideration and approval set forth as Attachment A to this ordinance.

49 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

50 SECTION 1. A. Sections 3, 7, 9 and 11 of this ordinance change the fares
51 charged for county public transportation service on the bus system. Section 5 of this
52 ordinance authorizes the director to create a low-income fare program subject to certain
53 limitations.

54 B. These fees are assessed under K.C.C. 2.99.030.

55 SECTION 2. Section 3 of this ordinance takes effect March 1, 2015, unless the
56 council accepts by motion a low-income fare program implementation plan submitted by
57 the executive or adopts by motion an alternative low-income fare program
58 implementation plan, as provided by section 4 of this ordinance.

59 SECTION 3. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010
60 are each hereby amended to read as follows:

61 A. Except as may otherwise be provided by ordinance, the following fare
 62 categories and rates are established for regularly scheduled county public transportation
 63 service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars:

	Off-peak	One-zone peak	Two-zone peak
Regular fare	(((\$2.25))\$) <u>2.50</u>	(((\$2.50)) <u>\$2.75</u>	(((\$3.00)) <u>\$3.25</u>
Child fare	No charge	No charge	No charge
Youth fare	(((\$1.25)) <u>\$1.50</u>	(((\$1.25)) <u>\$1.50</u>	(((\$1.25)) <u>\$1.50</u>
Seniors and persons with disabilities fare	(((\$0.75)) <u>\$1.00</u>	(((\$0.75)) <u>\$1.00</u>	(((\$0.75)) <u>\$1.00</u>

64 The fare categories and rates are subject to, and defined by, the following:

- 65 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
- 66 2. The time-of-day limitations for peak period trips and off-peak period trips are
 67 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at
 68 peak fares;
- 69 3. The child fare is available to persons up to six years old when accompanied
 70 by a responsible person paying the proper fare as set forth in this chapter. Up to four
 71 children may ride with each responsible person;
- 72 4. The youth fare is available to persons from six through eighteen years old and
 73 persons over eighteen years old who receive student passes under K.C.C. 4A.700.450;

74 5. The senior and persons with disabilities fare is available to persons who apply
75 for and receive a regional reduced fare permit. The permits are available to persons at
76 least sixty-five years old and persons with disabilities as provided in the regional reduced
77 fare permit program authorized under K.C.C. 28.94.255; and

78 6. A person with a disability who has been issued an "attendant ride free" permit
79 by the department may be accompanied by an attendant, who is not required to pay a fare.

80 B. A fare in subsection A of this section is paid when a person pays the
81 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment
82 media established under((§)) and used in accordance with((§)) this chapter.

83 C.1. Regional and institutional passes, in various single-trip value denominations
84 and for various effective periods, may be issued and sold in accordance with the terms of
85 an agreement approved by the ((county)) council and entered into with other public
86 transportation providers in the region. Institutions include employers, groups of
87 employers, educational institutions, transportation management associations and other
88 organizations. The ((various)) effective periods, single-trip values and prices for the
89 regional and institutional passes shall be established by the agreement. A valid regional
90 or institutional pass may be presented an unlimited number of times during its effective
91 period as full or partial payment of the applicable fare. To the extent the single trip value
92 of the regional pass is not sufficient to cover the applicable fare, the rider shall pay the
93 difference in cash or from an electronic stored value product, such as e purse.

94 2. For institutions entering into an annual institutional pass agreement, the
95 following schedule of calculations shall determine the cost of the annual agreement for
96 King County Metro's portion of the agreement:

First twelve months:	$TR \times \text{baseline trips}$
Second twelve months:	$(TR \times \text{baseline trips}) + [(TR \times \text{added trips}) \times 1/3]$
Third twelve months:	$(TR \times \text{baseline trips}) + [(TR \times \text{added trips}) \times 2/3]$
Fourth twelve months (and subsequent 12 month periods):	$(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

97 For purposes of this formula, "added trips" means those trips taken during the
 98 prior twelve months, determined either from surveys or electronic counting of actual
 99 institutional pass use, that exceed the number of baseline trips established at the
 100 execution of the institutional pass agreement. Electronic counts of one month or more
 101 will be annualized and used in lieu of survey results if available.

102 For purposes of this formula, "baseline trips" means the estimated number of
 103 transit trips taken by the contracting party's covered population of students, employees or
 104 others, or any combination thereof, in the twelve months preceding execution of the
 105 institutional pass agreement. Baseline trips may be adjusted on an annual basis to account
 106 for changes in the number of eligible employees.

107 For purposes of this formula, in the event a party terminates or does not renew an
 108 institutional pass agreement, any subsequent institutional pass agreement entered into
 109 with that party shall be priced as if in the "fourth twelve months and thereafter" category.

110 For purposes of this formula, "trip revenue" or "TR" means the weighted average
 111 fare per trip determined by the department.

112 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and
113 (~~(\$45.00)~~) \$63.00 for a monthly pass.

114 E. The rate of fare for customized bus service to residents of Center Park, a
115 facility of the Seattle Housing Authority located at 2121 - 26th Avenue South, Seattle, is
116 equal to the paratransit fares specified in subsection D. of this section.

117 SECTION 4. A. Section 5 of this ordinance takes effect upon the earlier of
118 either:

119 1. Council acceptance by motion of a low-income fare program implementation
120 plan, which must be submitted to the council by the executive; or

121 2. Council adoption by motion of an alternative low-income fare program
122 implementation plan.

123 B. The executive should transmit the low-income fare program implementation
124 plan to the council by June 1, 2014. The low-income fare program implementation plan
125 transmitted by the executive must reflect participation by the department of community
126 and human services and public health – Seattle & King County and must document this
127 participation.

128 NEW SECTION. SECTION 5. There is hereby added to K.C.C. chapter 4A.700
129 a new section to read as follows:

130 The director of transportation may implement and administer a low-income transit
131 fare program using the existing smart card One Regional Card for All, also known as
132 ORCA, system. The eligibility threshold for the low-income fare is set at two hundred
133 percent of the federal poverty level.

134 SECTION 6. Section 7 of this ordinance takes effect March 1, 2015, and expires
 135 December 31, 2016 if:

136 A. The council: 1. accepts by motion a low-income fare program implementation
 137 plan, which must be submitted to the council by the executive, or 2. adopts by motion an
 138 alternative low-income fare program implementation plan; and

139 B. The executive executes an interlocal agreement with the King County
 140 transportation district for the distribution of revenues approved by the voters to the
 141 county for King County Metro transit purposes.

142 SECTION 7. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010
 143 are each hereby amended to read as follows:

144 A. Except as may otherwise be provided by ordinance, the following fare
 145 categories and rates are established for regularly scheduled county public transportation
 146 service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars:

	Off-peak	One-zone peak	Two-zone peak
Regular fare	((\$2.25) <u>\$2.50</u>	((\$2.50) <u>\$2.75</u>	((\$3.00) <u>\$3.25</u>
Child fare	No charge	No charge	No charge
Youth fare	\$1.25	\$1.25	\$1.25
Seniors and persons with disabilities fare	((\$0.75) <u>\$1.00</u>	((\$0.75) <u>\$1.00</u>	((\$0.75) <u>\$1.00</u>
<u>Low-income fare</u>	<u>\$1.25</u>	<u>\$1.25</u>	<u>\$1.25</u>

147 The fare categories and rates are subject to, and defined by, the following:

- 148 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
- 149 2. The time-of-day limitations for peak period trips and off-peak period trips are
150 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at
151 peak fares;
- 152 3. The child fare is available to persons up to six years old when accompanied
153 by a responsible person paying the proper fare as set forth in this chapter. Up to four
154 children may ride with each responsible person;
- 155 4. The youth fare is available to persons from six through eighteen years old and
156 persons over eighteen years old who receive student passes under K.C.C. 4A.700.450;
- 157 5. The senior and persons with disabilities fare is available to persons who apply
158 for and receive a regional reduced fare permit. The permits are available to persons at
159 least sixty-five years old and persons with disabilities as provided in the regional reduced
160 fare permit program authorized under K.C.C. 28.94.255; ~~((and))~~.
- 161 6. A person with a disability who has been issued an "attendant ride free" permit
162 by the department may be accompanied by an attendant, who is not required to pay a
163 fare; and
- 164 7. The low-income fare is available to persons who apply for and are
165 determined to meet the threshold eligibility requirements for the low-income transit fare
166 program authorized under section 5 of this ordinance and receive a valid low-income
167 transit fare product.
- 168 B. A fare in subsection A of this section is paid when a person pays the
169 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment
170 media established under~~((§))~~ and used in accordance with~~((§))~~ this chapter.

171 C.1. Regional and institutional passes, in various single-trip value denominations
172 and for various effective periods, may be issued and sold in accordance with the terms of
173 an agreement approved by the ((~~county~~)) council and entered into with other public
174 transportation providers in the region. Institutions include employers, groups of
175 employers, educational institutions, transportation management associations and other
176 organizations. The ((~~various~~)) effective periods, single-trip values and prices for the
177 regional and institutional passes shall be established by the agreement. A valid regional
178 or institutional pass may be presented an unlimited number of times during its effective
179 period as full or partial payment of the applicable fare. To the extent the single trip value
180 of the regional pass is not sufficient to cover the applicable fare, the rider shall pay the
181 difference in cash or from an electronic stored value product, such as e purse.

182 2. For institutions entering into an annual institutional pass agreement, the
183 following schedule of calculations shall determine the cost of the annual agreement for
184 King County Metro's portion of the agreement:

First twelve months:	$TR \times \text{baseline trips}$
Second twelve months:	$(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$ $\times 1/3]$
Third twelve months:	$(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$ $\times 2/3]$
Fourth twelve months (and subsequent 12 month periods):	$(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

185 For purposes of this formula, "added trips" means those trips taken during the
186 prior twelve months, determined either from surveys or electronic counting of actual

187 institutional pass use, that exceed the number of baseline trips established at the
188 execution of the institutional pass agreement. Electronic counts of one month or more
189 will be annualized and used in lieu of survey results if available.

190 For purposes of this formula, "baseline trips" means the estimated number of
191 transit trips taken by the contracting party's covered population of students, employees or
192 others, or any combination thereof, in the twelve months preceding execution of the
193 institutional pass agreement. Baseline trips may be adjusted on an annual basis to account
194 for changes in the number of eligible employees.

195 For purposes of this formula, in the event a party terminates or does not renew an
196 institutional pass agreement, any subsequent institutional pass agreement entered into
197 with that party shall be priced as if in the "fourth twelve months and thereafter" category.

198 For purposes of this formula, "trip revenue" or "TR" means the weighted average
199 fare per trip determined by the department.

200 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and
201 (~~(\$45.00)~~) \$63.00 for a monthly pass.

202 E. The rate of fare for customized bus service to residents of Center Park, a
203 facility of the Seattle Housing Authority located at 2121 - 26th Avenue South, Seattle, is
204 equal to the paratransit fares specified in subsection D. of this section."

205 **SECTION 8.** Section 9 of this ordinance takes effect January 1, 2017 if:

206 A. The council: 1. accepts by motion a low-income fare program implementation
207 plan, which must be submitted to the council by the executive, or 2. adopts by motion an
208 alternative low-income fare program implementation plan; and

209 B. The executive executes an interlocal agreement with the King County
 210 transportation district for the distribution of revenues approved by the voters to the
 211 county for King County Metro transit purposes.

212 SECTION 9. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010
 213 are each hereby amended to read as follows:

214 A. Except as may otherwise be provided by ordinance, the following fare
 215 categories and rates are established for regularly scheduled county public transportation
 216 service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars:

	Off-peak	One-zone peak	Two-zone peak
Regular fare	(\$2.25) <u>\$2.50</u>	(\$2.50) <u>\$2.75</u>	(\$3.00) <u>\$3.25</u>
Child fare	No charge	No charge	No charge
Youth fare	(\$1.25) <u>\$1.50</u>	(\$1.25) <u>\$1.50</u>	(\$1.25) <u>\$1.50</u>
Seniors and persons with disabilities fare	(\$0.75) <u>\$1.00</u>	(\$0.75) <u>\$1.00</u>	(\$0.75) <u>\$1.00</u>
<u>Low-income fare</u>	<u>\$1.50</u>	<u>\$1.50</u>	<u>\$1.50</u>

217 The fare categories and rates are subject to, and defined by, the following:

- 218 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
- 219 2. The time-of-day limitations for peak period trips and off-peak period trips are
 220 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at
 221 peak fares;

222 3. The child fare is available to persons up to six years old when accompanied
223 by a responsible person paying the proper fare as set forth in this chapter. Up to four
224 children may ride with each responsible person;

225 4. The youth fare is available to persons from six through eighteen years old and
226 persons over eighteen years old, who receive student passes under K.C.C. 4A.700.450;

227 5. The senior and persons with disabilities fare is available to persons who apply
228 for and receive a regional reduced fare permit. The permits are available to persons at
229 least sixty-five years old and persons with disabilities as provided in the regional reduced
230 fare permit program authorized under K.C.C. 28.94.255; ((and))

231 6. A person with a disability who has been issued an "attendant ride free" permit
232 by the department may be accompanied by an attendant, who is not required to pay a
233 fare; and

234 7. The low-income fare is available to persons who apply for and are
235 determined to meet the threshold eligibility requirements for the low-income transit fare
236 program authorized under section 5 of this ordinance and receive a valid low-income
237 transit fare product.

238 B. A fare in subsection A of this section is paid when a person pays the
239 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment
240 media established under((§)) and used in accordance with((§)) this chapter.

241 C.1. Regional and institutional passes, in various single-trip value denominations
242 and for various effective periods, may be issued and sold in accordance with the terms of
243 an agreement approved by the ((county)) council and entered into with other public
244 transportation providers in the region. Institutions include employers, groups of

245 employers, educational institutions, transportation management associations and other
246 organizations. The ((various)) effective periods, single-trip values and prices for the
247 regional and institutional passes shall be established by the agreement. A valid regional
248 or institutional pass may be presented an unlimited number of times during its effective
249 period as full or partial payment of the applicable fare. To the extent the single trip value
250 of the regional pass is not sufficient to cover the applicable fare, the rider shall pay the
251 difference in cash or from an electronic stored value product, such as e purse.

252 2. For institutions entering into an annual institutional pass agreement, the
253 following schedule of calculations shall determine the cost of the annual agreement for
254 King County Metro's portion of the agreement:

First twelve months: $TR \times \text{baseline trips}$
Second twelve months: $(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$
 $\times 1/3]$
Third twelve months: $(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$
 $\times 2/3]$
Fourth twelve months (and $(TR \times \text{baseline trips}) + (TR \times \text{added trips})$
subsequent 12 month periods):

255 For purposes of this formula, "added trips" means those trips taken during the
256 prior twelve months, determined either from surveys or electronic counting of actual
257 institutional pass use, that exceed the number of baseline trips established at the
258 execution of the institutional pass agreement. Electronic counts of one month or more
259 will be annualized and used in lieu of survey results if available.

260 For purposes of this formula, "baseline trips" means the estimated number of
261 transit trips taken by the contracting party's covered population of students, employees or
262 others, or any combination thereof, in the twelve months preceding execution of the
263 institutional pass agreement. Baseline trips may be adjusted on an annual basis to account
264 for changes in the number of eligible employees.

265 For purposes of this formula, in the event a party terminates or does not renew an
266 institutional pass agreement, any subsequent institutional pass agreement entered into
267 with that party shall be priced as if in the "fourth twelve months and thereafter" category.

268 For purposes of this formula, "trip revenue" or "TR" means the weighted average
269 fare per trip determined by the department.

270 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and
271 (~~(\$45.00)~~) \$63.00 for a monthly pass.

272 E. The rate of fare for customized bus service to residents of Center Park, a
273 facility of the Seattle Housing Authority located at 2121 - 26th Avenue South, Seattle, is
274 equal to the paratransit fares specified in subsection D. of this section."

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

277 SECTION 10. Section 11 of this ordinance takes effect March 1, 2015, if either
278 condition in section 4.A.1. or 2. of this ordinance is met and the executive has not
279 executed an interlocal agreement with the King County transportation district referenced
280 in section 6.B. of this ordinance.

281 SECTION 11. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010
282 are each hereby amended to read as follows:

283 A. Except as may otherwise be provided by ordinance, the following fare
 284 categories and rates are established for regularly scheduled county public transportation
 285 service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars:

	Off-peak	One-zone peak	Two-zone peak
Regular fare	(\$2.25) <u>\$2.50</u>	(\$2.50) <u>\$2.75</u>	(\$3.00) <u>\$3.25</u>
Child fare	No charge	No charge	No charge
Youth fare	(\$1.25) <u>\$1.50</u>	(\$1.25) <u>\$1.50</u>	(\$1.25) <u>\$1.50</u>
Seniors and persons with disabilities fare	(\$0.75) <u>\$1.00</u>	(\$0.75) <u>\$1.00</u>	(\$0.75) <u>\$1.00</u>
<u>Low-income fare</u>	<u>\$1.50</u>	<u>\$1.50</u>	<u>\$1.50</u>

- 286 The fare categories and rates are subject to, and defined by, the following:
- 287 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
 - 288 2. The time-of-day limitations for peak period trips and off-peak period trips are
 289 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at
 290 peak fares;
 - 291 3. The child fare is available to persons up to six years old when accompanied
 292 by a responsible person paying the proper fare as set forth in this chapter. Up to four
 293 children may ride with each responsible person;
 - 294 4. The youth fare is available to persons from six through eighteen years old and
 295 persons over eighteen years old who receive student passes under K.C.C. 4A.700.450;

296 5. The senior and persons with disabilities fare is available to persons who apply
297 for and receive a regional reduced fare permit. The permits are available to persons at
298 least sixty-five years old and persons with disabilities as provided in the regional reduced
299 fare permit program authorized under K.C.C. 28.94.255; ((and))

300 6. A person with a disability who has been issued an "attendant ride free" permit
301 by the department may be accompanied by an attendant, who is not required to pay a
302 fare; and

303 7. The low-income fare is available to persons who apply for and are
304 determined to meet the threshold eligibility requirements for the low-income transit fare
305 program authorized under section 5 of this ordinance and receive a valid low-income
306 transit fare product.

307 B. A fare in subsection A of this section is paid when a person pays the
308 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment
309 media established under((§)) and used in accordance with((§)) this chapter.

310 C.1. Regional and institutional passes, in various single-trip value denominations
311 and for various effective periods, may be issued and sold in accordance with the terms of
312 an agreement approved by the ((county)) council and entered into with other public
313 transportation providers in the region. Institutions include employers, groups of
314 employers, educational institutions, transportation management associations and other
315 organizations. The ((various)) effective periods, single-trip values and prices for the
316 regional and institutional passes shall be established by the agreement. A valid regional
317 or institutional pass may be presented an unlimited number of times during its effective
318 period as full or partial payment of the applicable fare. To the extent the single trip value

319 of the regional pass is not sufficient to cover the applicable fare, the rider shall pay the
320 difference in cash or from an electronic stored value product, such as e purse.

321 2. For institutions entering into an annual institutional pass agreement, the
322 following schedule of calculations shall determine the cost of the annual agreement for
323 King County Metro's portion of the agreement:

First twelve months: $TR \times \text{baseline trips}$

Second twelve months: $(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$
 $\times 1/3]$

Third twelve months: $(TR \times \text{baseline trips}) + [(TR \times \text{added trips})$
 $\times 2/3]$

Fourth twelve months (and subsequent 12 month periods): $(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

324 For purposes of this formula, "added trips" means those trips taken during the
325 prior twelve months, determined either from surveys or electronic counting of actual
326 institutional pass use, that exceed the number of baseline trips established at the
327 execution of the institutional pass agreement. Electronic counts of one month or more
328 will be annualized and used in lieu of survey results if available.

329 For purposes of this formula, "baseline trips" means the estimated number of
330 transit trips taken by the contracting party's covered population of students, employees or
331 others, or any combination thereof, in the twelve months preceding execution of the
332 institutional pass agreement. Baseline trips may be adjusted on an annual basis to account
333 for changes in the number of eligible employees.

334 For purposes of this formula, in the event a party terminates or does not renew an
335 institutional pass agreement, any subsequent institutional pass agreement entered into
336 with that party shall be priced as if in the "fourth twelve months and thereafter" category.

337 For purposes of this formula, "trip revenue" or "TR" means the weighted average
338 fare per trip determined by the department.

339 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and
340 (~~(\$45.00)~~) \$63.00 for a monthly pass.

341 E. The rate of fare for customized bus service to residents of Center Park, a
342 facility of the Seattle Housing Authority located at 2121 - 26th Avenue South, Seattle, is
343 equal to the paratransit fares specified in subsection D. of this section."

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

346 SECTION 12. The fare equity analysis set forth at Attachment A to this
347 ordinance is approved."

348 **EFFECT: Provides for a \$1.25 low-income fare and youth fare, effective March 1,**
349 **2015, through December 31, 2016, if the Council approves a low-income fare**
350 **program implementation plan and the executive executes an interlocal agreement**
351 **with the King County Transportation District for the provision of funds to the**
352 **public transportation fund. The low-income fare and youth fare would increase to**
353 **\$1.50 starting on January 1, 2017. It is intent of this ordinance to both increase**
354 **transit revenues and increase the mobility of people meeting the qualifications of the**
355 **low-income fare program. If new revenues become available to deliver the**
356 **approved transit system service levels in existence in November 2013 with the goal**

357 of avoiding the currently identified elimination of six hundred thousand transit
358 service hours, it is intended that after funding those service levels, the County would
359 use the additional remaining revenues distributed fifty percent for Metro transit
360 purposes to fund the additional costs associated with section 7 of this ordinance.

17757

JM → passed 9-0

10

February 24, 2014



[pd]

Sponsor: Phillips

Proposed No.: 2014-0038

1 **TITLE AMENDMENT TO PROPOSED ORDINANCE 2014-0038, VERSION 2**

2 On page 1, delete lines 1 through page 7 and insert:

3 "AN ORDINANCE relating to public transportation, revising rates of fare
4 and instituting a program for low-income transit fares; amending
5 Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010;
6 amending Ordinance 13480, Section 2, as amended, and K.C.C.
7 4A.700.010; amending Ordinance 13480, Section 2, as amended, and
8 K.C.C. 4A.700.010; and amending Ordinance 13480, Section 2, as
9 amended, and K.C.C. 4A.700.010 and adding a new section to K.C.C.
10 chapter 4A.700."

11 **EFFECT: Amends the title to reflect the Striking Amendment S1 (the title reflects**
12 **the total number of times that the ordinance, as amended, modifies KCC**
13 **4A.700.010).**