

01/20/99

Introduced By:

Rob McKenna  
Maggi Fimia

at

Proposed No.:

1999-0244

MOTION NO. 10728

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A MOTION approving public transportation fare policies for use in establishing transit rates of fare.

WHEREAS, transit fare policies guide the setting of transit fares, and

WHEREAS, on August 3, 1998, the King County council approved Motion 10527, establishing a policy that transit fares shall be reviewed at least every two years to ensure transit financial policies and revenue requirements are met, and

WHEREAS, on October 8, 1998, the King County executive proposed legislation making changes to the King County paratransit program, including revisions to the paratransit fare structure, and

WHEREAS, on March 29, 1999, the King County council approved Ordinance 13441 making many of the executive-proposed changes to the paratransit program but deferring action on proposed fare changes until they could be considered in the context of a general transit fare policy review, and

WHEREAS, on December 6, 1991, the municipality of metropolitan Seattle adopted the ADA plan which included a fare policy to increase paratransit fares to the equivalent of a one zone, off-peak bus fare, and

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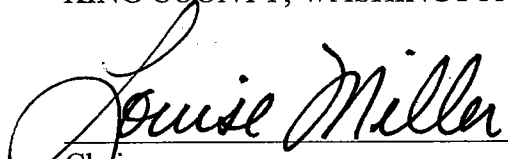
WHEREAS, the regional transit committee and the King County council have reviewed the transit fare policies;

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

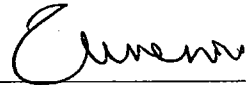
The transit fare policies attached to this motion as Exhibit A are hereby approved.

PASSED by a vote of 10 to 0 this 19th day of July, 1999.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Chair

ATTEST:

  
Clerk of the Council

Attachments: Transit Fare Policies

## Transit Fare Policies

### Basic Fare Structure

1. Two-Zone Fare Structure. For peak period service, there shall be a difference between fares for one-zone and two-zone trips to recognize the additional cost of service.
2. Peak Surcharge. There shall be a difference between peak period and off-peak period fares to recognize the higher costs of peak service.
3. Transfers. Transfers shall be free subject to time-of-day and zone limitations.
4. Discounts for Fare Prepayment. Discounts shall be provided for long-term fare prepayment and to encourage transfer from cash fares. The discount may reflect the extent of the prepayment.
5. Weekend/Holiday All Day Pass. All day passes may be sold on weekends and holidays at a cost of two times the one-zone off-peak fare.

### Discounts for Special Rider Groups

6. Discounts for Seniors and Persons with Disabilities. The cash fare for Seniors and Persons with Disabilities shall be provided at a discount of at least 50% of the regular adult one-zone peak fare. Attendants and assistive animals shall ride free.
7. Discounts for Children and Youth. Up to four children under five years of age may ride free with a fare-paying adult. There shall be discounts for youths from ages five through seventeen and persons over seventeen years of age who attend regular sessions of junior or senior high school.
8. Family Fares. Up to four children/youths may ride free with a fare-paying adult on Sundays and holidays.
9. Discounts for Low Income Persons. A discount on fares for low-income persons shall be provided through human service agencies. The annual limit on the amount of such discounts shall be adjusted in response to the need and the financial constraints of King County Metro and the human service agencies.

**Paratransit Fare Structure**

10. Rate of Fare Fares charged for paratransit service shall be set at levels that encourage the use of less costly transportation services wherever reasonable alternatives are available, with the intent of achieving parity with regular adult fares within a period of no less than six years. Subsidies shall be provided if paratransit fare increases would jeopardize the essential mobility of low-income persons. To further encourage less costly alternatives to paratransit, King County Metro shall subsidize a substantial discount for trips taken by paratransit riders on vehicles licensed as taxis in King County and its municipalities.

**Regional Fare Policies**

11. Phasing King County Metro shall phase its participation in regional fare integration to coincide with implementation of regional express bus service, commuter rail service, smart card fare media and light rail service.
12. Passes King County Metro shall replace most of its passes with a system of regional passes good, at face value, on any system in the region.
13. Transfers Sound Transit cash transfers shall be valid for one-zone travel on King County Metro.
14. Discounts King County Metro shall participate in the use of Sound Transit's Fare Integration Fund to ensure equal sharing of the regional fare discounts.
15. Fare Reconciliation As part of the regional fare reconciliation process, King County Metro shall receive pass sale revenues resulting from the shift from King County Metro passes to regional passes when those regional passes are used primarily for travel on King County Metro.
16. Monitoring King County Metro shall periodically review the regional fare coordination and transfer policies and make adjustments as needed in response to unanticipated impacts upon revenues and service.