



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

March 27, 2001

Ordinance 14064

VETOED

Proposed No. 2001-0039.3

Sponsors Vance

1 AN ORDINANCE relating to public transportation; revising
2 rates of fare; and amending Ordinance 13480, Section 2, as
3 amended, and K.C.C. 28.94.015, Ordinance 12643, Section
4 6, as amended, and K.C.C. 28.94.175, and Ordinance 12643,
5 Section 12, as amended, and K.C.C. 28.94.210, and
6 Ordinance 12643, Section 19, as amended, and K.C.C.
7 28.94.245.

8
9 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

10 SECTION 1. A. Section 2 of this ordinance proposes changes in the fares
11 currently charged for county public transportation services.

12 B. Section 3 of this ordinance proposes changes in flexpass pricing.

13 C. These fees are assessed under K.C.C. 2.99.030.

14 SECTION 2. Ordinance 13480, Section 2, as amended, and K.C.C. 28.94.015 are
15 each hereby amended to read as follows:

16 **Rates of fare for transit program.** A. Except as may otherwise be provided by
17 ordinance, the following fare categories and rates are established for regularly scheduled

18 county public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles
 19 and streetcars:

	((One-zone e)) Off-peak	One-zone peak	((Two-zone off-peak	Two-zone peak
Regular fare	\$1.00	(((\$1.25)) <u>\$1.50</u>	\$1.00	(((\$1.75)) <u>\$2.00</u>
Child fare	No charge	No charge	No charge	No charge
Youth fare	((\$.75)) <u>\$.50</u>	((\$.75)) <u>\$.50</u>	\$.75	((\$.75)) <u>\$.50</u>
Family fare	\$1.00	N/A	\$1.00	N/A
Seniors and persons with disabilities fare	\$.25	\$.25	\$.25))	\$.25

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

- 21 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030.
- 22 2. The time-of-day limitations for peak period trips and off-peak period trips are
 23 set forth in K.C.C. 28.92.115 and 28.92.100.
- 24 3. The child fare is available to persons up to five years old when accompanied by
 25 a responsible person paying the proper fare as set forth in this chapter. Up to four children
 26 may ride with each responsible person.
- 27 4. The youth fare is available to persons from five through seventeen years old
 28 and persons over seventeen years old who attend regular sessions of junior or senior high
 29 school.
- 30 5. The family fare is available to a group that includes a person at least eighteen
 31 years old and up to four persons seventeen years old or younger. The family fare is valid

32 on Sundays and the days on which the following holidays are legally observed: New
33 Year's Day; Martin Luther King, Jr., Day; Presidents' Day; Memorial Day; Independence
34 Day; Labor Day; Thanksgiving Day; and Christmas Day.

35 6. The senior and persons with disabilities fare is available to persons who apply
36 for and receive a regional reduced fare permit. The permits are available to persons at least
37 sixty-five years old and persons with disabilities as provided in the regional reduced fare
38 permit program authorized under K.C.C. 28.94.255.

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

41 B. A fare in subsection A of this section is paid when a person pays the
42 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment
43 media established under, and used in accordance with, this chapter.

44 C. The following passes are established for use on regularly scheduled county
45 public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles and
46 streetcars:

47 1. Weekend/holiday all-day pass – (~~(\$2.00)~~) \$2.50

48 A weekend/holiday all-day pass may be issued and sold at the price indicated to
49 persons at least five years old. An all-day pass may be purchased only on Saturdays,
50 Sundays and the days on which the following holidays are legally observed: New Year's
51 Day; Martin Luther King, Jr., Day; Presidents' Day; Memorial Day; Independence Day;
52 Labor Day; Thanksgiving Day; and Christmas Day. An all-day pass entitles persons at
53 least five years old to unlimited rides during the day indicated on the pass.

54 2. Monthly pass for seniors and persons with disabilities – \$3.75

55 Monthly passes may be issued and sold at the price indicated to persons who have
56 applied for and received a regional reduced fare permit. The permits are available to
57 persons at least sixty-five years old and persons with disabilities as provided in the regional
58 reduced fare permit program authorized under K.C.C. 28.94.255. The monthly pass
59 entitles the purchaser to unlimited rides during the month indicated on the pass.

60 3. Annual pass for seniors and persons with disabilities – \$45.00

61 Annual passes may be issued and sold at the price indicated to persons who have
62 applied for and received a regional reduced fare permit. The permits are available to
63 persons sixty-five years of age and older and persons with disabilities as provided in the
64 regional reduced fare permit program authorized under K.C.C. 28.94.255. The annual pass
65 entitles the purchaser to unlimited rides during the year indicated on the pass.

66 4. Regional passes

67 Regional passes, in various single-trip value denominations and for various
68 effective periods, may be issued and sold in accordance with the terms of an agreement
69 approved by the county council and entered into with other public transportation providers
70 in the region. The various effective periods, single-trip values and prices for the regional
71 passes shall be established by the agreement. A valid regional pass may be presented an
72 unlimited number of times during its effective period as full or partial payment of the
73 applicable fare. To the extent the single trip value of the regional pass is not sufficient to
74 cover the applicable fare, the rider shall pay the difference in cash.

75 D. The rate of fare for paratransit service shall be ~~((50))~~ 75 cents per trip and
76 ~~((8.75))~~ \$13.50 for a monthly pass.

77 E. The rate of fare for customized bus service to residents of Center Park, a facility
78 of the Seattle Housing Authority located at 2121 - 26th Avenue South, Seattle, is equal to
79 the paratransit fares specified in K.C.C. 28.94.015D.

80 SECTION 3. Ordinance 12643, Section 6, as amended, and K.C.C. 28.94.175 are
81 each hereby amended to read as follows:

82 **Pass agreements.** The executive is authorized to negotiate and enter into flexpass
83 or regional annual pass agreements with employers, groups of employers, educational
84 institutions, transportation management associations and other organizations for the
85 purpose of selling passes for distribution and use by employees, students and/or others
86 traveling to their facilities. The executive is also authorized to negotiate and enter into a
87 multiyear pass sale agreement with the owner or developer of a transit-oriented
88 development, or the owner or developer's successor, under which the transit-oriented
89 development purchases and distributes transit passes to the residents of its housing units.
90 For the purposes of this section, "transit-oriented development" means a development
91 that is designated as a transit-oriented development in an agreement with the county and
92 that includes the construction of new housing units at or within one quarter mile of a
93 county transit center or park and ride lot. At a minimum, these institutional agreements
94 shall contain the following terms:

95 A. A description of the type of pass to be sold. The types of passes sold under the
96 institutional agreements shall be:

- 97 1. Flexpasses;
- 98 2. Transit-oriented development resident passes; or

99 3. Regional passes if the institutional pass sale agreements are authorized
100 under the agreement entered into with other transit providers that established the regional
101 passes.

102 B. 1. For flexpass agreements: a description of the services and benefits available
103 to the flexpass holder, of which there shall be at least two services or benefits provided
104 by the other party to the agreement that are in addition to the transit element, the
105 designation of a transportation coordinator and the distribution of alternative commuting
106 information; the number of passes to be issued and the cost thereof, the cost of issuing
107 additional and replacement passes during the term of the agreement, a schedule of
108 payments and an agreement term not to exceed three years. Unless otherwise agreed to
109 by the council, the price terms of the transit elements of a flexpass agreement shall be
110 established according to(~~the following schedule of annual calculations~~) one of two
111 methods described in subsection B.2 of this section. Further, the agreement shall require
112 reimbursement of the cost of additional services provided by the department and shall
113 include provisions for modification due to changes in fares and program fees.

114 2.a. For the purpose of establishing flexpass prices by area, the director is
115 authorized to identify contiguous geographic areas within the county that are
116 characterized throughout by a similar level of transit service and transit mode-split. The
117 director shall establish flexpass prices according to the following formulae for on-going
118 and new flexpass participants located in the pricing areas.

119 Flexpass price for on-going area flexpass participants: TR x estimated average
120 annual trips attributable to passes issued under all ongoing area flexpass
121 agreements entered into by parties located in the subject pricing area. The

122 estimated average annual trip figure shall include a factor determined by the
123 department to reflect the anticipated growth in trips expected for on-going area
124 flexpass participants.

125 Flexpass price for party entering into its initial area flexpass agreement: TR x
126 estimated average annual transit trips by non-participants located in the subject
127 pricing area. The estimated average annual trip figure shall include a factor
128 determined by the department to reflect the anticipated growth in trips expected
129 for a new participant in the flexpass program.

130 For purposes of this formula, "TR" means the weighted average fare per trip
131 determined by the department. The area flexpass prices shall be established at least every
132 two years and upon the adoption of any applicable fare increase. Except for flexpass
133 agreements covering at least five hundred employees or multiple worksites throughout
134 the county, area prices shall apply to all flexpass agreements entered into with a party that
135 is located in a pricing area.

136 b. For employers and other parties that have at least five hundred employees,
137 multiple worksites throughout the county or are located outside a pricing area, the
138 following schedule of annual calculations shall determine the flexpass price term.

139 First twelve months: Trip revenue x baseline trips.

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

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

142 Fourth twelve months $(TR \times \text{baseline trips}) + (TR \times \text{added trips})$ and thereafter:

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

145 For purposes of this formula, "baseline trips" means the estimated number of transit
146 trips taken by the contracting party's covered population of students, employees or others,
147 or any combination thereof, in the twelve months preceding execution of the flexpass
148 agreement. Baseline trips may be adjusted on an annual basis to account for changes in
149 the number of eligible employees.

150 For purposes of this formula, "added trips" means those trips taken during the prior
151 twelve months, determined either from surveys or electronic counting of actual flexpass
152 use, which exceed the number of baseline trips established at the execution of the
153 flexpass agreement. Electronic counts of one month or more will be annualized and used
154 in lieu of survey results if available.

155 For purposes of this formula, ((F))in the event a party terminates or does not renew a
156 flexpass agreement, any subsequent flexpass agreement entered into with that party shall
157 be priced as if in the "fourth twelve months and thereafter" category.

158 C. For transit-oriented development resident pass agreements: the term of the
159 agreement, the number and type of passes to be provided, the method and frequency of
160 pass distribution, the price of the passes and the timing of the payment or payments. The
161 director shall establish the price at a level that will generate no less than the revenue that
162 the director estimates would otherwise be received if the residents of the transit-oriented
163 development paid cash fares over the term of the agreement. The director shall assume in
164 the price determination: the anticipated rides per pass will be at least eighteen rides per
165 month per pass; and the anticipated fare per trip is at least the weighted average fare per
166 trip as determined generally by the department.

167 D. For regional annual pass agreements: the price of the regional passes, the cost
168 of issuing additional and replacement passes during the term of the agreement, the level
169 of subsidy provided by the purchasing entity, a schedule of payments and an agreement
170 term not to exceed one year. The price of a regional annual pass sold under an
171 institutional pass sale agreement is the regular price as established in the agreement
172 entered into with other transit providers as set for the in K.C.C. 28.94.015C.4.
173 Purchasing entities are entitled to price discounts only if the discounts are provided under
174 the agreement.

175 SECTION 4. Ordinance 12643, Section 12, as amended, and K.C.C. 28.94.210
176 are each hereby amended as follows:

177 **Public school district agreements.** The executive is authorized to execute
178 agreements with public school districts to supply students with passes in connection with
179 special school programs, but the price for passes under the agreements shall be
180 established at a rate of ~~((twenty-four))~~ thirty-six times the youth fare set forth in this
181 chapter for each month in which these passes are valid, and the passes shall be valid only
182 for rides on regularly scheduled county public transportation service on buses, trolleys,
183 transit vans, dial-a-ride vehicles and streetcars.

184 SECTION 5. Ordinance 12643, Section 19, as amended, and K.C.C. 28.94.245
185 are each hereby amended as follows:

186 **Provisions of tickets to human services agencies.** The director is authorized to
187 establish a program for the sale and distribution of tickets to human service agencies at
188 twenty~~((five))~~ percent of their cash value for the purpose of meeting the transportation
189 needs of low income and homeless populations. The total amount of the ~~((seventy-five))~~

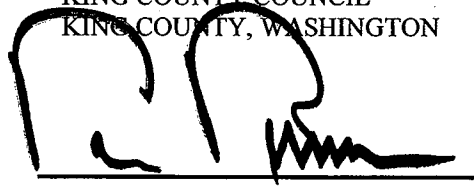
190 eighty percent discount provided under the program shall not exceed ((~~six hundred fifty~~
191 ~~thousand~~) one million dollars for any one year. The allocation of discount tickets under
192 the program shall be made by the director in conjunction with local jurisdictions and the
193 county's department or departments responsible for human services programs. The local
194 jurisdictions and the county department or departments shall determine the number of
195 tickets from their respective allocations which shall be sold to the human service agencies
196 eligible under the program. Tickets sold under the program are valid on all public
197 transportation and paratransit service.

198 SECTION 6. Fare increases for flexpass agreements shall be effective July 7,
199 2001. Sections 2 and 4 of this ordinance take effect June 1, 2001.

Ordinance 14064 was introduced on 1/22/01 and passed as amended by the Metropolitan King County Council on 3/26/01, by the following vote:

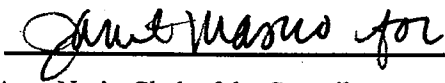
Yes: 7 - Mr. von Reichbauer, Ms. Miller, Ms. Fimia, Mr. McKenna, Ms. Hague, Mr. Thomas and Mr. Irons
No: 6 - Mr. Phillips, Mr. Pelz, Ms. Sullivan, Mr. Nickels, Mr. Pullen and Mr. Gossett
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



Pete von Reichbauer, Chair

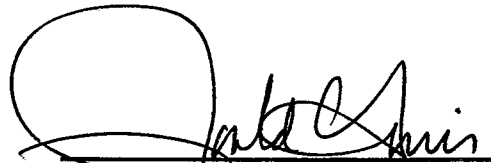
ATTEST:



Anne Noris, Clerk of the Council

~~APPROVED~~ this 5 day of April, 2001.

VETOED



Ron Sims, County Executive

Attachments None



King County Executive
RON SIMS

RECEIVED
2001 APR -5 PM 1:16
CLERK
KING COUNTY COUNCIL

April 5, 2001

The Honorable Pete von Reichbauer, Chair
Metropolitan King County Council
Room 1200
COURTHOUSE

Dear Chairman von Reichbauer:

I am vetoing Ordinance 14064.

The King County Council promised new bus service and the fares to pay for it. This ordinance falls short of that promise. With the repeal of the Motor Vehicle Excise Tax (MVET), Metro Transit lost \$106 million annually. The County Council and I made a commitment to voters that if they supported a .2 percent sales tax to provide Metro \$80 million annually, I would direct Metro to cut administrative costs by \$14.8 million and eliminate 140 positions, which I have done.

We also said we would raise the remaining \$12 million in revenue through a fare increase. When the County Council passed and I signed the 2001 budget, we agreed to add new bus service "only if the Council increases transit fares to levels sufficient to increase the 2001 Public Transportation Funds by that amount." But the ordinance passed by the County Council does not adopt an adequate fare structure to support bus service increases, especially during the critical peak travel times.

Transit statistics locally and nationally indicate that ridership increases with better service. Our Metro route improvements scheduled for June and September reflect that strategy. Nationally, lower fares with less service don't reduce traffic congestion, but instead actually result in a reduction of riders over time. Metro Transit surveys show that the rate of a bus fare does not even rank in the top 10 reasons people give for not riding the bus. *Riders want more convenient and more frequent service, especially during peak travel hours, not a cheaper ride.* Metro ridership is more than keeping pace with population growth, growing at three times the rate of population since 1973. Since 1990, Metro Transit ridership has increased by 23 percent and vanpool usage by 79 percent, outpacing King County population growth by eight percent. Last year, we boarded a record 100 million riders.

The Honorable Pete von Reichbauer
April 5, 2001
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I will not accept a fare structure that does not adequately fund what is in the best interest of Metro Transit. The fare structure as adopted would not pay for the increased bus service package expected for 2001 and beyond, so we had to cancel our June service changes. Some Councilmembers want to use our reserves to make up for the shortfall in revenue from the Council's proposal. This would be financially irresponsible and is an action never supported by previous Council Budget Chairs, including Councilmembers Nickels, Hague and both of us. Our County's outstanding financial credit rating is based on these conservative fiscal practices. Reserves are one-time funds to meet unexpected needs. Given a seven-year capital program of \$820 million, this is only six percent of the total.

Metro Transit and my staff have worked with the Council since last November to ensure passage of a fare ordinance that provides the revenue to maintain and grow the system to address our region's traffic congestion. We reached a compromise to reduce senior and disabled fare increases and to maintain student passes that school districts purchase at the current cost of \$18 per month. Also, we would put an additional \$350,000 into our award-winning low-income transportation programs, which provided 68,000 of our poorest residents with free passes and transit tickets in 2000. This compromise addressed all the concerns expressed by the public and the Council regarding affordable transportation services for our residents with financial constraints – seniors, youth, the disabled and low-income residents.

This compromise would provide \$4.4 million in 2001 and \$11.3 million annually, nearly the \$12 million necessary to get us to pre-Initiative 695 levels of service by 2002. The ordinance adopted by the Council provides only \$1.3 million in 2001 and \$6.5 million annually, \$5.5 million less than is required to maintain and grow our system, taking until 2004 before we once again reach 1999 levels of bus service.

Six County Councilmembers have asked me to veto the Council's approved fare structure. Bellevue, Renton and other suburban cities are angry that the Council's action resulted in cancellation of the June service improvements, as their residents demand and deserve more bus service as planned.

I am vetoing this ordinance so we can start again and the County can keep the promise of delivering the restored and new bus service the voters, Metro riders and jurisdictions expect in 2001 and beyond. We must put in place an adequate fare structure so we do not jeopardize the financial standing of one of the nation's best transit systems. I am ready to work with the County Council to pass a fare structure in the next few weeks that allows us to provide the bus service as promised to the voters and the riders of Metro Transit.

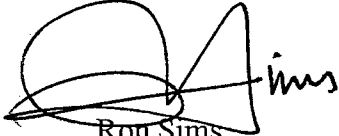
The Honorable Pete von Reichbauer

April 5, 2001

Page 3

Our work is not finished, I know we can put aside our differences, because our riders, our transit system, our air and our quality of life depend on it.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Sims". The signature is stylized with a large loop at the beginning and a trailing flourish.

Ron Sims

King County Executive

cc: King County Councilmembers

ATTN: John Chelminiak, Chief of Staff
Shelley Sutton, Policy Staff Director
Anne Noris, Clerk of the Council