



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

February 25, 2014

Ordinance 17757

**Proposed No.** 2014-0038.3

**Sponsors** Gossett, Phillips, Dembowski,  
Hague, Dunn and Upthegrove

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

11 **STATEMENT OF FACTS:**

- 12 1. The 2013/2014 Biennium Budget Ordinance, Ordinance 17476, Section  
13 116, Proviso P1, for the Metro transit division, calls for the executive to  
14 work in collaboration with division and council staff to undertake a  
15 comprehensive review of transit fares.
- 16 2. As part of the budget, the council adopted Metro's financial plan, which  
17 included new revenue from a proposed fare increase to take place in 2015.
- 18 3. On October 8, 2012, the council passed Motion 13746, which called for  
19 the establishment of an advisory committee on mobility as an element of

20 the health and human services safety net to assist in the development of  
21 public transportation fare programs for low-income persons.

22 4. On January 22, 2013, the council passed Motion 13806 increasing the  
23 membership in the advisory committee and rescinding Motion 13746.

24 5. Between January and July 2013, the advisory committee met multiple  
25 times to review and discuss information related to the Metro transit  
26 system's fare structure, existing discounts, policy objectives and financial  
27 situation.

28 6. During this process, the advisory committee acknowledged the  
29 important role the human services ticket program plays in providing  
30 mobility for the homeless and those with limited or no income.

31 7. On June 12, 2013, the advisory committee approved a final report that  
32 recommended that Metro implement a low-income fare program for  
33 working poor individuals and families with incomes in the range of up to  
34 two hundred percent of the federal poverty level.

35 8. The advisory committee recommended the use of external income  
36 eligibility verification as a means to help reduce the administrative burden  
37 for the transit division associated with low income fare program  
38 implementation.

39 9. On September 9, 2013, the council passed Motion 13968, accepting the  
40 advisory committee final report and recommendations.

41 10. The smart card system for regional fare payment - One Regional Card  
42 for All ("ORCA") - benefits from increased ORCA card usage by

43 lowering administrative costs associated with cash handling and  
44 improving operational speeds as a result of faster boarding times.

45 11. The advisory committee identified ORCA as the most practical and  
46 desirable method for implementing low-income fare payment.

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

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

56 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

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

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

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

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

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

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

- 72            1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
- 73            2. The time-of-day limitations for peak period trips and off-peak period trips are  
 74 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at  
 75 peak fares;
- 76            3. The child fare is available to persons up to six years old when accompanied  
 77 by a responsible person paying the proper fare as set forth in this chapter. Up to four  
 78 children may ride with each responsible person;



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

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

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

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

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

101           2. For institutions entering into an annual institutional pass agreement, the  
102 following schedule of calculations shall determine the cost of the annual agreement for  
103 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):	$(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

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

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

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

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

119 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and  
120 (~~(\$45.00)~~) \$63.00 for a monthly pass.

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

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

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

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

130 B. The executive should transmit the low-income fare program implementation  
131 plan to the council by June 1, 2014. The low-income fare program implementation plan  
132 transmitted by the executive must reflect participation by the department of community  
133 and human services and public health - Seattle & King County and must document this  
134 participation.

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

137 The director of transportation may implement and administer a low-income transit  
138 fare program using the existing smart card One Regional Card for All, also known as

139 ORCA, system. The eligibility threshold for the low-income fare is set at two hundred  
 140 percent of the federal poverty level.

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

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

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

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

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

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

	<u>\$1.00</u>	<u>\$1.00</u>	<u>\$1.00</u>
<u>Low-income fare</u>	<u>\$1.25</u>	<u>\$1.25</u>	<u>\$1.25</u>

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

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

175 B. A fare in subsection A of this section is paid when a person pays the  
176 appropriate amount in cash or presents an appropriate pass, transfer or other fare payment  
177 media established under((5)) and used in accordance with((5)) this chapter.

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

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

First twelve months:	TR x baseline trips
Second twelve months:	(TR x baseline trips) + [(TR x added trips) x 1/3]
Third twelve months:	(TR x baseline trips) + [(TR x added trips) x 2/3]

Fourth twelve months (and (TR x baseline trips) + (TR x added trips)  
subsequent 12 month periods):

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

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

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

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

207 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and  
208 (~~(\$45.00)~~) \$63.00 for a monthly pass.

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

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

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

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

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

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

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

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

225 1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;



226           2. The time-of-day limitations for peak period trips and off-peak period trips are  
227 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, which may be priced at  
228 peak fares;

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

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

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

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

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

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

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

259 2. For institutions entering into an annual institutional pass agreement, the  
260 following schedule of calculations shall determine the cost of the annual agreement for  
261 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):	$(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

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

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

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

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

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

277 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and  
278 (~~(\$45.00)~~) \$63.00 for a monthly pass.

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

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

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

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

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Youth fare	<del>(\$1.25)</del> <u>\$1.50</u>	<del>(\$1.25)</del> <u>\$1.50</u>	<del>(\$1.25)</del> <u>\$1.50</u>
Seniors and persons with disabilities fare	<del>(\$0.75)</del> <u>\$1.00</u>	<del>(\$0.75)</del> <u>\$1.00</u>	<del>(\$0.75)</del> <u>\$1.00</u>
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291            The fare categories and rates are subject to, and defined by, the following:

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- 293            2. The time-of-day limitations for peak period trips and off-peak period trips are  
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 295 peak fares;
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 297 by a responsible person paying the proper fare as set forth in this chapter. Up to four  
 298 children may ride with each responsible person;

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

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

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

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

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

315 C.1. Regional and institutional passes, in various single-trip value denominations  
316 and for various effective periods, may be issued and sold in accordance with the terms of  
317 an agreement approved by the ~~((county))~~ council and entered into with other public  
318 transportation providers in the region. Institutions include employers, groups of  
319 employers, educational institutions, transportation management associations and other  
320 organizations. The ~~((various))~~ effective periods, single-trip values and prices for the  
321 regional and institutional passes shall be established by the agreement. A valid regional

322 or institutional pass may be presented an unlimited number of times during its effective  
323 period as full or partial payment of the applicable fare. To the extent the single trip value  
324 of the regional pass is not sufficient to cover the applicable fare, the rider shall pay the  
325 difference in cash or from an electronic stored value product, such as e purse.

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

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

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335 transit trips taken by the contracting party's covered population of students, employees or  
336 others, or any combination thereof, in the twelve months preceding execution of the

337 institutional pass agreement. Baseline trips may be adjusted on an annual basis to account  
338 for changes in the number of eligible employees.

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

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

344 D. The rate of fare for paratransit service shall be (~~(\$1.25)~~) \$1.75 per trip and  
345 (~~(\$45.00)~~) \$63.00 for a monthly pass.

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

349 SECTION 12. The fare equity analysis set forth at Attachment A to this  
350 ordinance is approved.

351 SECTION 13. A. There is hereby created a low-income fare program  
352 implementation task force that shall, by August 15, 2014, submit a report to the council  
353 and the executive that reviews the low-income fare program implementation plan  
354 submitted by the executive. The report shall address the low-income fare program  
355 implementation plan's effectiveness in promoting awareness of the low-income fare  
356 program to stakeholder communities in King County and the process for establishing  
357 eligibility including a review of potential locations where consumers may seek eligibility  
358 to participate in the program. The report may also include recommendations on the  
359 modifications to the plan, developed in consultation with the executive. The report shall

360 be filed in the form of a paper original and an electronic copy with the clerk of the  
361 council, who shall retain the original and provide an electronic copy to all  
362 councilmembers.

363 B. Each member of the task force shall have substantial experience and expertise  
364 relevant to public transportation and its utility for low-income individuals and families  
365 and shall have an ability and willingness to attend meetings and participate effectively as  
366 a member of the task force. The executive and council shall ensure that diversity of  
367 views and experiences are reflected in the appointment of task force members. Diversity  
368 of views and experiences shall include, but not be limited to, racial, ethnic, gender  
369 identity, geographic and faith diversity. The task force shall be composed of one  
370 representative from each of the following:

- 371 1. A provider of services to immigrant and refugee communities;
- 372 2. A community organization focusing on transportation issues;
- 373 3. A member of the transit advisory commission appointed as provided in  
374 K.C.C. 2.124.010.3.b;
- 375 4. A member of the women's advisory board;
- 376 5. A member of the low-income fare options advisory committee;
- 377 6. A representative from the Community Health Centers;
- 378 7. A provider of services to the homeless;
- 379 8. A representative from the Eastside Human Services Forum;
- 380 9. A representative from the South King Council on Human Services;
- 381 10. A representative from the North Urban Human Services Alliance;
- 382 11. A representative from the Seattle Human Services Coalition;



383           12. A member of the Veterans Citizen Levy Oversight Board; and

384           13. A community college student.

385           C. The members of the task force shall be appointed by the executive and

386

387 submitted to the council with a motion for confirmation no later than forty-five days  
388 after the adoption date of this ordinance.  
389

Ordinance 17757 was introduced on 1/21/2014 and passed as amended by the Metropolitan King County Council on 2/24/2014, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr. Upthegrove  
No: 0  
Excused: 0

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON



Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Council

RECEIVED  
2014 MAR - 6 PM 3: 51  
CLERK  
KING COUNTY COUNCIL

APPROVED this 6 day of MARCH, 2014.



Dow Constantine, County Executive

**Attachments:** A. Title VI Fare Equity Analysis

## Title VI Review of the Proposed 2015 King County Metro Fare Change

FTA Circular 4702.1B, issued on October 1, 2012, identifies “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.” The following sections outline requirements with regards to evaluating proposed fare changes.

7. **REQUIREMENT TO EVALUATE SERVICE AND FARE CHANGES.** This requirement applies only to transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population or that otherwise meet the threshold in the Introduction section of this chapter. These transit providers are required to prepare **and submit service and fare equity analyses** as described below. Transit providers not subject to this requirement are responsible for complying with the DOT Title VI regulations which **prohibit disparate** impact discrimination, and therefore should review their policies and practices to ensure their service and fare changes do not result in disparate impacts on the basis of race, color, or national origin. (Page IV-11)....

Upon completion of a service or fare equity analysis, the transit provider shall brief its **board of directors, top executive, or appropriate governing entity or official(s)** responsible for policy decisions regarding the service and/or fare change(s) and the equity impacts of the service and/or fare change(s). The transit provider shall submit documentation such as a board resolution, copy of meeting minutes, or similar documentation with the Title VI Program as evidence of the board or governing entity or official’s consideration, awareness, and approval of the analysis. (Page IV-12)

### b. Fare Equity Analysis

(1) Fare Changes. The fare equity analysis requirement applies to all fare changes regardless of the amount of increase or decrease. As with the service equity analysis, FTA requires transit providers to evaluate the effects of fare changes on low-income populations in addition to Title VI-protected populations....

(2) Data Analysis. For proposed changes that would increase or decrease fares on the entire system, or on certain transit modes, or by fare payment type or fare media, the transit provider shall analyze any available information generated from ridership surveys indicating whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type, or payment mediate that would be subject to the fare change. (Page IV-19)

The 2013 King County Metro Transit Title VI Program Report submitted and approved by the King County Council (Motion No. 2013-0342.2) and submitted to and accepted by the Federal Transit Administration (FTA Concurrence Letter, November 25, 2013)

outlines the methodology by which Metro conducts fare equity analyses pursuant to the FTA's Title VI regulations. The first step is a threshold analysis to determine whether a proposed fare change includes a change in the fare structure or a change in fares by fare payment type. If a proposed fare change involves an equal fare increase across all customer categories and an equal increase across all fare payment methods then the proposed change will not have a disparate impact or disproportionate burden and does not require further analysis.

The current fare proposal involves no change by fare payment type and provides for an equal fare increase for all customer fare categories, with the exception that it provides for a reduced fare for low-income riders. Therefore, this proposed change is determined to have no disparate or disproportionate impact, and will in fact reduce fares for low-income riders.