

## Legislation Text

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AN ORDINANCE relating to public transportation; revising rates of fare; amending Ordinance 11033, Section 3 (part), and K.C.C 28.92.115, Ordinance 13480, Section 2, as amended, and K.C.C. 4.150.010, Ordinance 12643, Section 12, as amended, and K.C.C. 28.9|1013|.210, Ordinance 12643, Section 12, as amended, and K.C.C. 28.94.210, Ordinance 12643, Section 23, as amended, and K.C.C. 28.94.265, Ordinance 11033, Section 5, as amended, and K.C.C. 28.94.020 and Ordinance 12643, Section 15, and K.C.C. 28.94.225, adding new sections to K.C.C. chapter 4.150 and recodifying K.C.C. 28.94.150, K.C.C. 28.94.160, K.C.C. 28.94.165, K.C.C. 28.94.170, K.C.C. 28.94.180, K.C.C. 28.94.185, K.C.C. 28.94.190, K.C.C. 28.94.195, K.C.C. 28.94.200, K.C.C. 28.94.210, K.C.C. 28.94.215, K.C.C. 28.94.220, K.C.C. 28.94.230, K.C.C. 28.94.235, K.C.C. 28.94.240, K.C.C. 28.94.245 and K.C.C. 28.94.260.

### STATEMENT OF FACTS:

1. The rollout of the smart card system for regional fare payment -- One Regional Card for All ("ORCA") -- and start of operations of Sound Transit's Link light rail service have resulted in fare coordination issues for customers of public transportation in the region.
2. The 2010/2011 Biennium Budget Ordinance, Ordinance 16717, Section 131, Proviso P6, for the Metro transit division, calls for the undertaking of a fare coordination effort with Sound Transit and other regional transit agencies.
3. Staff from the regional transit agencies assembled information on existing and proposed

transit fares, identified opportunities for further regional coordination and reviewed these opportunities with the general managers of the transit agencies participating in the ORCA fare payment system in March 2010.

4. In April 2010, Sound Transit, in coordination with King County Metro transit and the other transit agencies, adopted fare changes to be implemented in 2010 and 2011 that will simplify fare payment for Sound Transit's riders within each county and provide Metro opportunities to align fares with Sound Transit to further simplify fare payment for transit riders in King County.

5. The changes proposed in this ordinance would align fares on bus and light-rail service for youth riders throughout King County. Recognizing the impacts this has on public school districts' budgets, the fare change will be phased in over two years for the public school districts.

6. To provide another youth fare option for public school districts, the Metro transit division has the authority to enter into institutional pass agreements with educational institutions, and these agreements may have the benefits of limiting cost growth and reducing burdensome implementation requirements for participating public school districts.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Section 2 of this ordinance clarifies the pricing for transit holiday service that falls on weekdays. Section 4 of this ordinance changes fares charged for county public transportation services on the bus system. Sections 5 and 7 of this ordinance phase in the price change for youth passes purchased by public school districts. These fees are assessed under K.C.C. 2.99.030.

SECTION 2. Ordinance 11033, Section 3 (part), and K.C.C. 28.92.115 are each hereby amended to read as follows:

Peak period trip means any scheduled weekday trip that reaches its destination between 6:00 and 9:00 a.m. or leaves its origin between 3:00 and 6:00 p.m., excluding weekdays on which the following holidays are legally observed: New Year's Day; Martin Luther King, Jr., Day; Presidents' Day; Memorial Day;

Independence Day; Labor Day; Veterans' Day; Thanksgiving Day; and Christmas Day.

SECTION 3. Section 2 of this ordinance takes effect July 1, 2011.

SECTION 4. Ordinance 13480, Section 2, as amended, and K.C.C. 4.150.010 are each hereby amended to read as follows:

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

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

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

1. The descriptions of transit zones are set forth in K.C.C. 28.94.030;
2. The time-of-day limitations for peak period trips and off-peak period trips are set forth in K.C.C. 28.92.115 and 28.92.100 except as to streetcar service, which may be priced at peak fares;
3. The child fare is available to persons up to six years old when accompanied by a responsible person paying the proper fare as set forth in this chapter. Up to four children may ride with each responsible person;
4. The youth fare is available to persons from six through eighteen years old and persons over eighteen years old who receive student passes under the provisions of K.C.C 28.94.210, as recodified by this ordinance;
5. The senior and persons with disabilities fare is available to persons who apply for and receive a regional reduced fare permit. The permits are available to persons at least sixty-five years old and persons with disabilities as provided in the regional reduced fare permit program authorized under K.C.C. 28.94.255; and
6. A person with a disability who has been issued an “attendant ride free” permit by the department may

be accompanied by an attendant, who is not required to pay a fare.

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

C. ~~((The following fare media are established for use on regularly scheduled county public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars:~~

~~Regional fare media.))~~

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

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

First twelve months:            Trip Revenue (TR) x 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):  $(TR \times \text{baseline trips}) + (TR \times \text{added trips})$ :

For purposes of this formula, "added trips" means those trips taken during the prior twelve months, determined either from surveys or electronic counting of actual institutional pass use, which exceed the number

of baseline trips established at the execution of the institutional pass agreement. Electronic counts of one month or more will be annualized and used in lieu of survey results if available.

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

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

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

D. The rate of fare for paratransit service shall be \$1.25 per trip and \$45.00 for a monthly pass.

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

SECTION 5. Ordinance 12643, Section 12, as amended, and K.C.C. 28.94.210 are each hereby amended to read as follows:

The executive is authorized to execute agreements with public school districts to supply students with passes in connection with special school programs, but the price for passes under the agreements shall be established at a rate of thirty-six (~~((times the youth fare set forth in this chapter))~~) dollars for each month in which these passes are valid, and the passes shall be (~~((valid only))~~) valued at the youth fare established in K.C.C. 4.150.010 for rides on regularly scheduled county public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars.

SECTION 6. Sections 4 and 5 of this ordinance take effect September 1, 2011.

SECTION 7. Ordinance 12643, Section 12, as amended, and K.C.C. 28.94.210 are each hereby amended to read as follows:

The executive is authorized to execute agreements with public school districts to supply students with passes in connection with special school programs, but the price for passes under the agreements shall be established at a rate of thirty-six ((dollars)) times the youth fare in K.C.C. 4.150.010 for each month in which these passes are valid, and the passes shall be ~~((valued at the youth fare established in K.C.C. 4.150.010 for rides on regularly scheduled county public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles and streetcars))~~ regional passes as defined in K.C.C.4.150.010.

SECTION 8. Section 7 of this ordinance takes effect July 1, 2012.

SECTION 9. K.C.C. 28.94.150, K.C.C. 28.94.160, K.C.C. 28.94.165, K.C.C. 28.94.170, K.C.C. 28.94.180, K.C.C. 28.94.185, K.C.C. 28.94.190, K.C.C. 28.94.195, K.C.C. 28.94.200, K.C.C. 28.94.210, K.C.C. 28.94.215, K.C.C. 28.94.220, K.C.C. 28.94.230, K.C.C. 28.94.235, K.C.C. 28.94.240, K.C.C. 28.94.245 and K.C.C. 28.94.260 are hereby recodified as new sections in K.C.C. chapter 4.150.

SECTION 10. Ordinance 12643, Section 23, as amended, and K.C.C. 28.94.265 are each hereby amended to read as follows:

The director shall submit annually to the council, by no later than the date on which the executive transmits the executive proposed budget to the council, a report on the services and fares authorized by K.C.C. 28.94.035, 28.94.180, as recodified by this ordinance, 28.94.185, as recodified by this ordinance, 28.94.190, as recodified by this ordinance, 18.94.195, as recodified by this ordinance, 28.94.200, as recodified by this ordinance, 28.94.210, as recodified by this ordinance, 28.94.215, as recodified by this ordinance, 28.94.220, as recodified by this ordinance, 28.94.225, 28.94.230, as recodified by this ordinance, 28.94.235, as recodified by this ordinance, 28.94.240, as recodified by this ordinance, and 28.94.245, as recodified by this ordinance.

SECTION 11. Ordinance 11033, Section 5, as amended, and K.C.C. 28.94.020 are each hereby

amended to read as follows:

The director shall implement the system of public transit routes and services described in this section.

A. Regular routes shall include numbered routes and descriptions therefor as established and revised from time to time by the council. The regular routes, including implementation dates, shall be described in a document called "Public Transit Regular Routes." The director shall ensure that said routes shall be operated and implemented except as otherwise provided in this section.

B. Changes to regular routes shall be subject to approval by the council except as specifically provided in this section.

1. The director is authorized to approve and implement the following changes of established routes and schedules and to update the "Public Transit Regular Routes" document accordingly:

a. ~~((A))~~any single change or cumulative changes in a service schedule ~~((which))~~ that affect the established weekly service hours for a route by twenty-five percent or less~~((:))~~;

b. ~~((A))~~any change in route location ~~((which))~~ that does not move the location of any route stop by more than one half mile~~((:))~~; and

c. ~~((A))~~any changes in route numbers.

2. In addition, if, in the opinion of the director, an emergency exists ~~((which))~~ that requires any change to established routes, schedules or classes of service, the director may implement such a change for such a period as may be necessary in the director's judgment or until such a time as the council shall establish by ordinance otherwise. Such changes ~~((which))~~ that the director intends to be permanent shall be reported in writing to the chair of the council. If an emergency exists as provided for in this subsection B.2, the director may waive or discount fares otherwise established in K.C.C. chapter 4.150.

C. Other routes, such as but not limited to tripper service, limited, special, customized and other types of transit routes, may be established by the director consistent with annual appropriations and the comprehensive plan.

D. The director shall establish transit schedules for all routes and classes of service consistent with annual appropriations and the comprehensive plan.

E. The director shall periodically review and evaluate the effectiveness of all public transit routes and services, requests for changes to the routes and services, and the requirements of the comprehensive plan and shall prepare recommendations to the council for changes to routes and services.

F. Within service area boundaries approved by the council and consistent with annual appropriations and the comprehensive plan, the director is authorized to plan, implement and modify dial-a-ride service (DART), including, but not limited to, establishing general routes from which vehicles may deviate in response to demand.

G. The director is authorized and directed to establish such guidelines, and procedures as may be necessary to implement the policies set forth in this chapter. In establishing such guidelines and procedures, the director shall provide for consultation with citizens and each component jurisdiction in advance of any major route or service changes affecting such jurisdictions.

SECTION 12. Ordinance 12643, Section 15, and K.C.C. 28.94.225 are each hereby amended to read as follows:

The executive is authorized to execute agreements to provide ride free services within geographic areas ~~((, provided, that))~~. Any such agreements shall be subject to approval by the council.

NEW SECTION. SECTION 13. There is hereby added to K.C.C. chapter 4.150 a new section to read as follows:

The definitions in K.C.C. chapter 28.92 apply to this chapter.

NEW SECTION. SECTION 14. There is hereby added to K.C.C. chapter 4.150 a new section to read as follows:

If an emergency exists as provided for in K.C.C. 28.94.020.B.2, the director may waive or discount fares otherwise established in this chapter.



SECTION 15. In negotiating student pass agreements, the executive is directed to work with public school districts to identify measures that have the potential to limit cost growth to the school districts and reduce burdensome implementation requirements for the school districts, including but not limited to the use of institutional pass programs by the public school districts. A school district may purchase institutional passes valid only on Metro Transit and Sound Transit.