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| 02-07-20 |  |  | **1** |
| RD-2  Annual Evaluation |  |  |  |
|  |  |  |
|  | Sponsor: | Dembowski | |
| [lkz & mb] |  |  |  |
|  | Proposed No.: | 2020-0022 | |
|  |  |  |  |

**AMENDMENT TO PROPOSED MOTION 2020-0022, VERSION** **1**

On page 2, at the beginning of line 27, insert "A."

On page 3, after line 29, insert

"B.1. In recognition of the importance of the income-based fare program to the people it serves and to reflect the council's commitment to service excellence in Metro transit department operations, the executive should transmit an income-based fare program evaluation plan by June 30, 2020. Beginning June 30, 2021, through June 30, 2024, the executive should annually transmit an income-based fare program evaluation report. The income-based fare program evaluation plan should include the program goals, program areas to be evaluated including, but not limited to, the criteria listed in section B.1.a. through g. of this motion and methods for benchmarking and measure program performance. Each income-based fare program evaluation report should include, but not be limited to:

a. the number of people served and number of trips taken using the income-based fare program during the previous calendar year and an analysis of trends in usage over time, as appropriate;

b. the level of participation among eligible people during the previous calendar year, and an analysis of participation over time, as appropriate, including an analysis of participation by demographic categories such as income level, age, race, ethnicity, gender, geography and employment status, and a discussion of measures that could be taken to increase participation among eligible people;

c. the cost of the income-based fare program during the previous calendar year and an analysis of trends in cost over time, as appropriate, including but not limited to the cost related to:

(1) fare media for the income-based fare program;

(2) support for human services partners, for enrollment and income verification of participants;

(3) lost fare revenue and farebox recovery impacts; and

(4) operations, including the implementation and evaluation of the program, as well as any impacts on transit operations, such as crowding, that can be attributed to the program;

d. mobility outcomes for program participants, including but not limited to improved quality of life and access to health care, social services, education or employment, from both qualitative and quantitative evaluation methods;

e. experiences of partner human service agencies, including impacts to their operating costs and staffing levels, and suggestions for program improvements based on qualitative and quantitative evaluation methods;

f. participation in the program from regional partners, including, but not limited to, Sound Transit; and

g. program improvements or changes proposed in response to the annual evaluation.

2. The executive should file each income-based fare program evaluation 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, the council chief of staff and the lead staff for the mobility and environment committee, or its successor."

**EFFECT: *Would add a requirement for an annual evaluation report on the income-based fare program to ensure that program costs and outcomes are measured and reported, and that changes and improvements to the program are based on evaluation.***