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Enactment date: 3/6/2014 **Enactment #:** 17757

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

Sponsors: Larry Gossett, Larry Phillips, Rod Dembowski, Jane Hague, Reagan Dunn, Dave Upthegrove

Indexes: transit, Transportation

Code sections: 4A.700 - ., 4A.700.010 - *

Attachments: 1. Ordinance 17757.pdf, 2. A. Title VI Fare Equity Analysis, 3. Legislative Review Form.pdf, 4. 2014-0038 Transmittal Letter.doc, 5. 2014-0038 Fiscal Note for Fare Change and Low Income Program Ordinance.xls, 6. A. Title VI Fare Equity Analysis, 7. 2014-0038 Transit Fare Advertisement.docx, 8. 2014-0038 hearing notice - revising rates of fare.doc, 9. Attachment 5 Transit Fund Management Management Performance Measures.docx, 10. Staff Report Proposed Ordinance 2014-0038 Transit Fares.doc, 11. Attachment 1 Amendment 1 to 2014-0038.docx, 12. Revised Attachment 1 Amendment 1 to 2014-0038.docx, 13. 2014-0038 Affidavit of Pub-Seattle Times.pdf, 14. Revised Staff Report Proposed Ordinance 2014-0038 Transit Fares.doc, 15. 2-18-14 Comments Received at the MKCC Meeting.pdf, 16. 17757 Amendment Package 2-24-14.pdf, 17. Comment cards from 1-28-14 to 2-9-14

Date	Ver.	Action By	Action	Result
2/24/2014	3	Metropolitan King County Council	Passed as Amended	Pass
2/18/2014	2	Metropolitan King County Council	Hearing Held	
2/18/2014	2	Metropolitan King County Council	Deferred	
2/4/2014	1	Budget and Fiscal Management Committee	Recommended Do Pass Substitute	Pass
1/21/2014	1	Metropolitan King County Council	Introduced and Referred	

..title

AN ORDINANCE relating to public transportation, revising rates of fare and instituting a program for low-income transit fares; amending Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010; amending Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010; amending Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010; and amending Ordinance 13480,

Section 2, as amended, and K.C.C. 4A.700.010 and adding a new section to K.C.C. chapter 4A.700.

STATEMENT OF FACTS:

1. The 2013/2014 Biennium Budget Ordinance, Ordinance 17476, Section 116, Proviso P1, for the Metro transit division, calls for the executive to work in collaboration with division and council staff to undertake a comprehensive review of transit fares.
2. As part of the budget, the council adopted Metro's financial plan, which included new revenue from a proposed fare increase to take place in 2015.
3. On October 8, 2012, the council passed Motion 13746, which called for the establishment of an advisory committee on mobility as an element of the health and human services safety net to assist in the development of public transportation fare programs for low-income persons.
4. On January 22, 2013, the council passed Motion 13806 increasing the membership in the advisory committee and rescinding Motion 13746.
5. Between January and July 2013, the advisory committee met multiple times to review and discuss information related to the Metro transit system's fare structure, existing discounts, policy objectives and financial situation.
6. During this process, the advisory committee acknowledged the important role the human services ticket program plays in providing mobility for the homeless and those with limited or no income.
7. On June 12, 2013, the advisory committee approved a final report that recommended that Metro implement a low-income fare program for working poor individuals and families with incomes in the range of up to two hundred percent of the federal poverty level.
8. The advisory committee recommended the use of external income eligibility verification as a means to help reduce the administrative burden for the transit division associated with low

income fare program implementation.

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

10. The smart card system for regional fare payment - One Regional Card for All ("ORCA") - benefits from increased ORCA card usage by lowering administrative costs associated with cash handling and improving operational speeds as a result of faster boarding times.

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

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

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

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

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

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

SECTION 3. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010 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	(\$2.50) \$2.75	(\$3.00) \$3.25
Child fare	No charge	No charge	No charge
Youth fare	(\$1.25) \$1.50	(\$1.25) \$1.50	(\$1.25) \$1.50
Seniors and persons with disabilities fare	(\$0.75) \$1.00	(\$0.75) \$1.00	(\$0.75) \$1.00

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 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, 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 K.C.C. 4A.700.450;
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.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 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):	$(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

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, that 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)~~) \$1.75 per trip and (~~(\$45.00)~~) \$63.00 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 4. A. Section 5 of this ordinance takes effect upon the earlier of either:

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

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

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

The director of transportation may implement and administer a low-income transit fare program using

the existing smart card One Regional Card for All, also known as ORCA, system. The eligibility threshold for the low-income fare is set at two hundred percent of the federal poverty level.

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

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

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

SECTION 7. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010 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	(\$2.50) \$2.75	(\$3.00) \$3.25
Child fare	No charge	No charge	No charge
Youth fare	\$1.25	\$1.25	\$1.25
Seniors and persons with disabilities fare	(\$0.75) \$1.00	(\$0.75) \$1.00	(\$0.75) \$1.00
Low-income fare	\$1.25	\$1.25	\$1.25

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 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, 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 K.C.C. 4A.700.450;

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; and

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

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.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 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): $(TR \times \text{baseline trips}) + (TR \times \text{added trips})$

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, that 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)~~ \$1.75 per trip and ~~(\$45.00)~~ \$63.00 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 8. Section 9 of this ordinance takes effect January 1, 2017 if:

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

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

SECTION 9. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010 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	(\$2.50) \$2.75	(\$3.00) \$3.25
Child fare	No charge	No charge	No charge
Youth fare	(\$1.25) \$1.50	(\$1.25) \$1.50	(\$1.25) \$1.50
Seniors and persons with disabilities fare	(\$0.75) \$1.00	(\$0.75) \$1.00	(\$0.75) \$1.00
<u>Low-income fare</u>	\$1.50	\$1.50	\$1.50

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 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, 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 K.C.C. 4A.700.450;

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; and

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

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.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 King County Metro's portion of the agreement:

First twelve months: 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, that 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))~~ \$1.75 per trip and ~~((\\$45.00))~~ \$63.00 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 10. Section 11 of this ordinance takes effect March 1, 2015, if either condition in section 4.A.1. or 2. of this ordinance is met and the executive has not executed an interlocal agreement with the King County transportation district referenced in section 6.B. of this ordinance.

SECTION 11. Ordinance 13480, Section 2, as amended, and K.C.C. 4A.700.010 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	(\$2.50) \$2.75	(\$3.00) \$3.25
Child fare	No charge	No charge	No charge
Youth fare	(\$1.25) \$1.50	(\$1.25) \$1.50	(\$1.25) \$1.50
Seniors and persons with disabilities fare	(\$0.75) \$1.00	(\$0.75) \$1.00	(\$0.75) \$1.00
Low-income fare	\$1.50	\$1.50	\$1.50

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 in K.C.C. 28.92.115 and 28.92.100 except as to streetcar services, 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 K.C.C. 4A.700.450;
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; and

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

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.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 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 subsequent 12 month periods):	(TR x baseline trips) + (TR x 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, that 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)~~) \$1.75 per trip and (~~(\$45.00)~~) \$63.00 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 12. The fare equity analysis set forth at Attachment A to this ordinance is approved.

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

report shall be filed 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.

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

1. A provider of services to immigrant and refugee communities;
2. A community organization focusing on transportation issues;
3. A member of the transit advisory commission appointed as provided in K.C.C. 2.124.010.3.b;
4. A member of the women's advisory board;
5. A member of the low-income fare options advisory committee;
6. A representative from the Community Health Centers;
7. A provider of services to the homeless;
8. A representative from the Eastside Human Services Forum;
9. A representative from the South King Council on Human Services;
10. A representative from the North Urban Human Services Alliance;
11. A representative from the Seattle Human Services Coalition;
12. A member of the Veterans Citizen Levy Oversight Board; and
13. A community college student.

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

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