



## Legislation Details (With Text)

**File #:** 2024-0317      **Version:** 1

**Type:** Ordinance      **Status:** Passed

**File created:** 10/1/2024      **In control:** Budget and Fiscal Management Committee

**On agenda:**      **Final action:** 11/19/2024

**Enactment date:** 12/2/2024      **Enactment #:** 19858

**Title:** AN ORDINANCE relating to public transportation, revising the low-income fare rate; amending Ordinance 19705, Section 1, as amended, and K.C.C. 4A.700.010 and establishing an effective date.

**Sponsors:** Girmay Zahilay

**Indexes:** low income, Public Transportation, rate

**Code sections:**

**Attachments:** 1. Ordinance 19858, 2. 2024-0317 transmittal letter, 3. 2024-0317 Fiscal Note, 4. 2024-0317 Title VI Fare Change Equity Analysis Low-Income Bus Fare Reduction, 5. 2024-0317 Legislative Review Form, 6. 2024-0317\_SR\_Metro-Bus-Lift-Fare 10-30-24, 7. 2024-0317\_SR\_Metro-Bus-Lift-Fare 11-13-24, 8. 2024-0301, 0304, 0308, 0309, 0310, 0313 Seattle Times - Order #86837 - \$745.00

Date	Ver.	Action By	Action	Result
11/19/2024	1	Metropolitan King County Council	Passed	Pass
11/13/2024	1	Budget and Fiscal Management Committee	Recommended Do Pass Consent	Pass
10/30/2024	1	Budget and Fiscal Management Committee	Deferred	
10/1/2024	1	Metropolitan King County Council	Introduced and Referred	

Clerk 09/24/2024

AN ORDINANCE relating to public transportation, revising the low-income fare rate; amending Ordinance 19705, Section 1, as amended, and K.C.C. 4A.700.010 and establishing an effective date.

### STATEMENT OF FACTS:

1. K.C.C. 4A.700.010 provides for fares for regularly scheduled county public transportation service on buses, trolleys, transit vans, dial-a-ride vehicles, and streetcars, including fares for adults, children, youth, seniors and persons with disabilities and low-income riders.
2. The King County Metro Strategic Plan for Public Transportation, 2021-2031, as adopted by Ordinance 19367, includes a strategy to "Align fares with other service providers, meet revenue targets, and advance equity through Metro's income-based approach to fares."

3. As part of an income-based approach to fares, the Metro transit department offers a reduced low-income fare available to persons who apply for and are determined to meet the threshold eligibility requirements for the low-income transit program authorized under K.C.C. 4A.700.490 and

receive a valid low-income transit fare product.

4. At the beginning of 2022, both the Metro transit department and Sound Transit charged a \$1.50 low-income fare for passengers riding buses and Link light rail.

5. In 2022 the Sound Transit Board approved a six-month pilot to lower ORCA LIFT fares for Link light rail, Sound Transit express buses, and Sounder commuter rail from \$1.50 to \$1.00, effective September 1, 2022.

6. To ensure alignment between services, the Metro transit department's general manager issued an emergency directive on August 22, 2022, lowering the Metro transit departments ORCA LIFT fare for buses, trolleys, transit vans, dial-a-ride vehicles, and streetcars from \$1.50 to \$1.00 for the period from September 1, 2022, to December 31, 2022.

7. Ordinance 19532 then approved a \$1.00 ORCA LIFT fare as a temporary pilot for the duration of 2023. The temporary reduction was extended for the duration of 2024 in Ordinance 19705.

8. Since 2022, regional partner transit agencies, including Everett Transit, Kitsap Transit, Seattle Streetcar, Sound Transit, and Pierce Transit have set a flat \$1.00 rate of fare for low-income riders.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 19705, Section 1, as amended, and K.C.C. 4A.700.010

are 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:

<b>Regular fare</b>	<b>\$2.75</b>
<b>Child fare</b>	<b>No charge</b>
<b>Youth fare</b>	<b>No charge</b>
<b>Seniors and persons with disabilities fare</b>	<b>\$1.00</b>
<b>Low-income fare</b>	<b><del>(\$1.50)</del> <u>\$1.00</u></b>

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

1. 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;
2. 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;
3. 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;
4. 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
5. 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 K.C.C. 4A.700.490 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 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

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 the Metro transit department'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 twelve-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 \$1.75 per trip and \$63.00 for a monthly pass, except

that a no-charge youth fare shall be 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.

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 2. This ordinance takes effect January 1, 2025.