



Legislation Text

File #: 2020-0022, **Version:** 2

Clerk 02/14/2020

A MOTION relating to public transportation; approving an income-based fare program implementation plan, which was submitted in response to the 2019-2020 Biennial Budget Ordinance 18835, Section 109, Proviso P3, as amended by Ordinance 18930, Section 75.

WHEREAS, the 2019-2020 Biennial Budget Ordinance, Ordinance 18835, Section 109, Proviso P3, as amended by Ordinance 18930, Section 75, states that \$1,000,000 of that appropriation shall not be expended or encumbered until the executive transmits an income-based fare program implementation plan and a motion that should approve the income-based fare program implementation plan, and the motion is passed by the council, and

WHEREAS, the income-based fare program implementation plan was to be informed by input from an income-based fare stakeholder group convened by the Metro transit department, guidance from academic or private sector experts, data and market research and King County's Equity and Social Justice Strategic Plan, and

WHEREAS, the income-based fare program implementation plan must include a description of an income-based fare program, a description of how the program will be evaluated and a discussion of how the income-based fare program will be integrated with the ORCA system, and

WHEREAS, the Metro transit department, in consultation with the office of equity and social justice, public health, the department of community and human services and the office of performance, strategy and budget, has convened an income-based fare stakeholder group and compiled the required information and the executive has transmitted the income-based fare program implementation plan, which is included as

Attachment A to this motion;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

A. The council hereby approves the income-based fare program implementation plan, Attachment A to this motion, as required by Ordinance 18835, Section 109, Proviso P3, as amended by Ordinance 18930, Section 75.

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.