

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R99-2-2

Superseding Resolution No. R99-2-1, Sound Transit's Fare Policy

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	6/6/02	Discussion/Possible Action to recommend Board approval	Brian Brooke, Project Manager for Fare Integration	206-398-5229
Board	6/13/02	Action	Mike Bergman, Project Manager, Express Bus Jim Moore, Schedule and Planning Project Coordinator	206-398-5358 206-398-5045

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	3
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

4 Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Make four changes to Sound Transit's Fare Policy for the purpose of better coordinating fares with partner transit agencies.

ACTION

- Revise the Sound Transit fare zonal boundary dividing the North King County and the East King County fare zones.
- Redefine the age criteria for the reduced fare for children who are eligible to ride free with an accompanying fare paying passenger from "age 4 and under" to "age 5 and under."
- Redefine the age criteria for the reduced fare for youths from "age 5 to 18, or older if attending senior high school" to "age 6 to 18, or older if attending senior high school."
- Supersede Resolution No. R99-2-1.

KEY FEATURES

- Maintains consistent fares by aligning the Sound Transit fare zone boundary with the King County Metro fare zone boundary along the SR 522 corridor. This proposal would move the zone boundary from its current location between the cities of Lake Forest Park and Kenmore to a new location running North/South between the cities of Lake Forest Park and Shoreline and then East/West between the cities of Lake Forest Park and Seattle.

- Redefines the Sound Transit child fare and youth fare to be consistent with other transit agencies in the Sound Transit district.
- Supersedes Resolution No. R99-2-1.

BUDGET IMPACT SUMMARY

Project Description: Superseding Resolution No. R99-2-1, Sound Transit's Fare Policy

Current Status: N/A

Projected Completion Date: N/A

Action Outside of Adopted Budget:	Y/N	Y	Requires Comment
This Line of Business	N		
This Project	N		
This Phase	N		
This Task	N		
Budget amendment required	N		
Key Financial Indicators:	Y/N	Y	Requires Comment
Contingency funds required	N		
Subarea impacts	N		
Funding required from other parties other than what is already assumed in financial plan	N		

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The proposed action has no budget impacts.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action has no impacts on revenue, subarea plans or financial plans.

SUMMARY FOR BOARD ACTION

N/A

M/W/DBE – SMALL BUSINESS PARTICIPATION

N/A

HISTORY OF PROJECT

Fare Zonal Boundary Change

In 1998, the Sound Transit Board and participants in regional fare policy forums adopted the principle of establishing a zonal fare structure to meet the objectives of Sound Move. In 1999, the Board adopted Resolution No. R99-2 establishing specific fare policies for Sound Transit services. This resolution included adoption of fare payment zonal boundaries that largely matched the previously adopted subarea boundaries. An exception to this general approach was made for the boundary between the east and south King County zones, which was shifted to run north of the City of Renton. This change was made to better match the local trip patterns and community needs for new Sound Transit bus service.

The mismatch between the Metro zone boundary at NE 145th and the Sound Transit subarea boundary between Lake Forest Park and Kenmore was specifically mentioned in Resolution No. R99-2. No refinement of the zonal boundary was deemed necessary at that time as Sound Transit service would not yet be implemented along the 522 corridor. With the September 2002 service change, Sound Transit will initiate new route 522, which will provide 7-day-a-week service between Woodinville and downtown Seattle via SR-522.

As part of the planning for implementation of the new Sound Transit service, King County Metro and Sound Transit staff conducted the solicitation of public comment and formation of a sounding board comprised of community representatives along the 522 corridor. One of the recommendations of this public process was to change the fare zone boundary for Sound Transit's new service to be contiguous with King County Metro's existing fare zone boundary.

Child Fare Change

On May 22, 2002, the Transit Integration Group (TIG) adopted a regional policy to define "child" as any rider age 5 and under. The TIG is a group of transit managers who oversee policy issues dealing with the integration and coordination of transit service. Members of the group agreed to seek changes to individual agency fare structures to adopt this regional definition.

**Prior Board or Committee Actions
and Relevant Board Policies**

Motion or Resolution Number	Summary of Action	Date of Action
R2002-07	Adoption of the ST Express 2002 Service Implementation Plan	05/09/02
R99-2-1	Adoption of Fare Policy and amending and superseding Resolution No. R99-2.	7/27/00
R99-2	Adoption of Fare Policy	02/11/99

CONSEQUENCES OF DELAY

New Sound Transit service along the 522 corridor begins with the September 2002 service change. Because all customer service information must be designed and printed well before new service goes into effect, all implementation issues must be resolved prior to July 1 2002.

A decision on this item prior to that date will provide sufficient time to ensure all customer service information, signage, etc. is prepared in time for service start-up. This timing will also provide sufficient advance notification as specified in the service agreement between Sound Transit and King County Metro.

REGIONAL PARTNERSHIP AND COOPERATION

The January 2002 edition of *Regional Transit News* explained the implementation of new Sound Transit Express Route 522, including the current Sound Transit fare zone boundary which differs from the King County Metro fare zone boundary to which riders along this corridor are accustomed. In response, the Mayor and the City of Lake Forest Park City Council wrote to the Directors of the King County Department of Transportation and Sound Transit. The council expressed concern over the difference between Sound Transit's and King County Metro's fare zone boundaries and the impacts this difference would have on the local community.

PUBLIC INVOLVEMENT

In October 2001, King County Metro and Sound Transit began soliciting opinion on the proposed service changes along SR-522 that would include introduction of a new Sound Transit route through that corridor. The public outreach process included distributing over 70,000 brochures and hosting three public meetings and two open houses during each of two phases of the project. The public involvement process also included formation of a sounding board comprised of community representatives along the 522 corridor. This public process resulted in a set of recommendations documented in the final Public Involvement Report produced by King County Metro's Community Relations division. One of these recommendations is as follows:

"Based upon citizen feedback and sounding board discussion, we also recommend that Sound Transit and King County Metro work to create a common fare zone boundary in northern King County. A common fare zone will decrease the confusion many riders may have when comparing Metro and Sound Transit services, and is important for the goal of accomplishing common objectives for the transit authorities."

LEGAL REVIEW

BN 5-29-02

SOUND TRANSIT

RESOLUTION NO. R99-2-2

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority superseding Resolution No. R99-2-1, Sound Transit's Fare Policy.

WHEREAS, a Regional Transit Authority ("Sound Transit") has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high-capacity transit in the Central Puget Sound region; and

WHEREAS, Sound Move calls for "seamless system" through development of a uniform single ticket fare system among local and regional transit providers and development of an integrated fare policy for the entire public transit network; and

WHEREAS, Sound Move further identifies revenue forecasts and operating costs to determine farebox recovery ratio; and

WHEREAS, the Board has identified the components of a "seamless system" as comprised of integrated fare policy; service integration, and common fare media; and

WHEREAS, Community Transit, Everett Transit, King County Metro, Pierce Transit and Sound Transit have adopted a Fare Integration Framework establishing a series of regional passes for use on all transit services within the Sound Transit district; and

WHEREAS, an extensive public review process was conducted throughout the Sound Transit district including outreach to subarea groups and individuals at park and ride lots, transit centers, and malls; displays at employer locations and malls; and three public hearings; and

WHEREAS, Sound Transit desires to establish a fare policy and pricing of fares for regional express bus services and commuter rail services which will begin operations in 1999; and

WHEREAS, pursuant to RCW 81.112.210 -.230 Sound Transit is authorized to implement a proof of payment system for persons traveling on Sound Transit trains and to establish, by resolution, a schedule of fines and penalties for civil infractions for non-payment of fares and to establish a proof of payment system providing for monitoring fare payment; and

WHEREAS, the fare policy builds from, and is consistent with, the fare integration framework adopted by all of the transit agencies, and

WHEREAS, Resolution No. R99-2-1 established a fare policy and system of basic rates for Sound Transit public transportation services, and a proof of payment system for monitoring fare payment schedule of fines and penalties for civil infractions for non-payment of fares on Sound Transit rail services effective with the commencement of Regional Express bus service and Sounder Commuter Rail service.

NOW, THEREFORE, BE IT RESOLVED that the Board of the Central Puget Sound Regional Transit Authority hereby supersedes Resolution No. R99-2-1, Sound Transit's Fare Policy as follows:

- A. Zone Boundaries – Exhibit A (revised May 29, 2002) attached to this Resolution.
- B. Adult cash and pass fares – Exhibit B attached to this Resolution.
- C. Reduced fares – Exhibit B and as provided below
 - a) Children age 5 and under: ride free with an accompanying fare paying passenger.
 - b) Youth: age 6 to 18, or older of attending senior high school.
 - c) Senior/Disabled – age 65 or older, or qualifying disability with a valid Regional Reduced Fare Permit.
- D. Transfers
 - a) Transfers between Sound Transit and other agencies will be governed by separate regional fare integration agreements to be established between transit agencies connecting with Sound Transit.
 - b) The Executive Director is authorized to establish a transfer system for Sound Transit routes. Such a system shall allow passengers to continue a trip by transferring to a Sound Transit bus or train and receive credit for the first fare paid. The fare system will specify a time limit for such transfers.

E. Ride Free Zones

- a) The Executive Director is authorized to establish ride-free zones ensuring a safe, secure, and convenient trip for customers given one or all of the following conditions:
- Cost of fare collection is greater than the revenue to be collected, or
 - Sound Transit will provide a minimal amount of total service through an existing ride free zone, or
 - Local jurisdictions and Sound Transit work out an agreement to cover lost revenue.

F. Employer/Institutional Programs

- a) The Executive Director is authorized to establish discounts for individual corporations, institutions, or mass purchases of passes when deemed to be in the interest of Sound Transit, subject to the following criteria:
- Up to a 20% discount could be offered to employers/institutions who provide a 50% or greater subsidy of pass purchases.
 - Employers/Institutions could provide passes to all their employees or students at a price no lower than the fare revenue that would be expected from their transit users if the employer did not subsidize pass purchases.

G. Special Fares


- a) The Executive Director is authorized to establish special rates and procedures for promotional and marketing campaigns that occur from time to time.

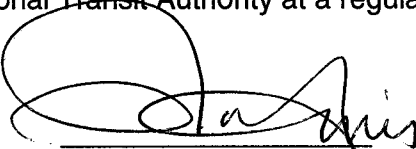
H. Proof of Payment System

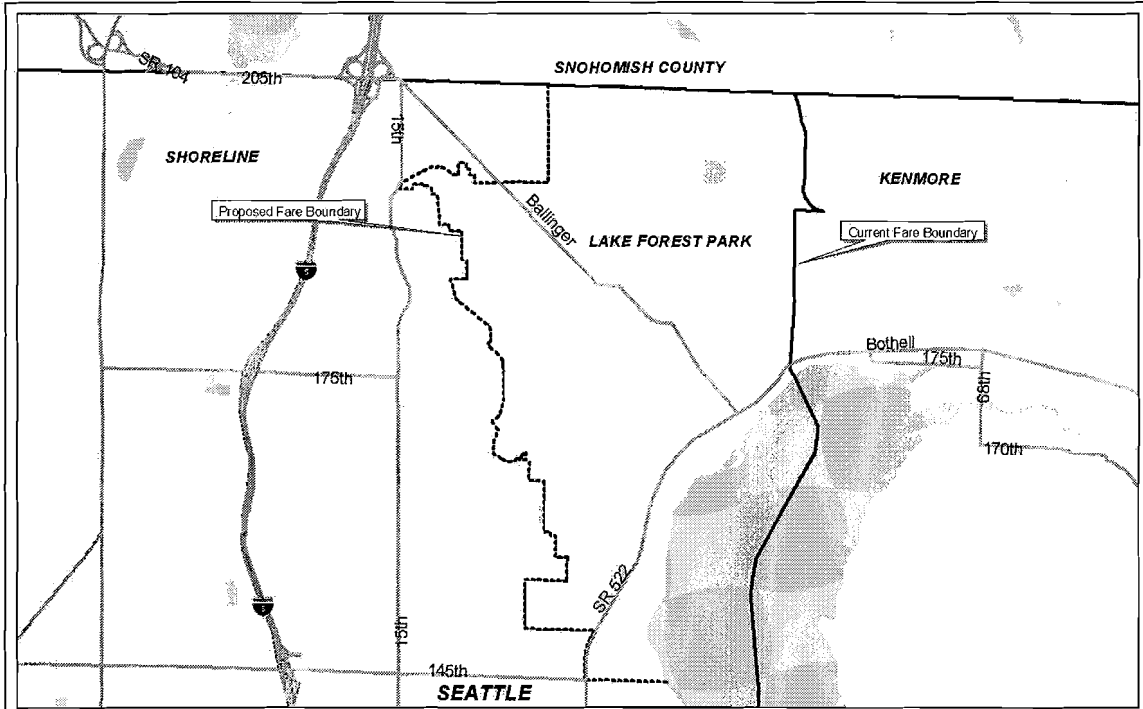
- a) Sound Transit shall use a proof-of-payment system for Sound Transit rail services. The legislature granted Sound Transit the authority to implement this barrier free rail system in RCW 81.112.210 - .230. The statute specifically authorizes the Board to establish, by resolution, a schedule of fines and penalties for non-payment of fare, and to establish a proof of payment system providing for monitoring fare payment.
- b) Pursuant to applicable law, a schedule of fines and penalties for civil infractions is established as set forth in Exhibit C.
- c) The Executive Director is authorized establish procedures for implementation of a proof-of-payment system for Sound Transit rail services and take other action as necessary to provide for enforcement of fare payment and issuance of citations consistent with this policy and applicable law.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 13th day of June, 2002.

ATTEST:


Marcia Walker
Board Administrator


Ron Sims
Board Chair

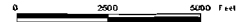


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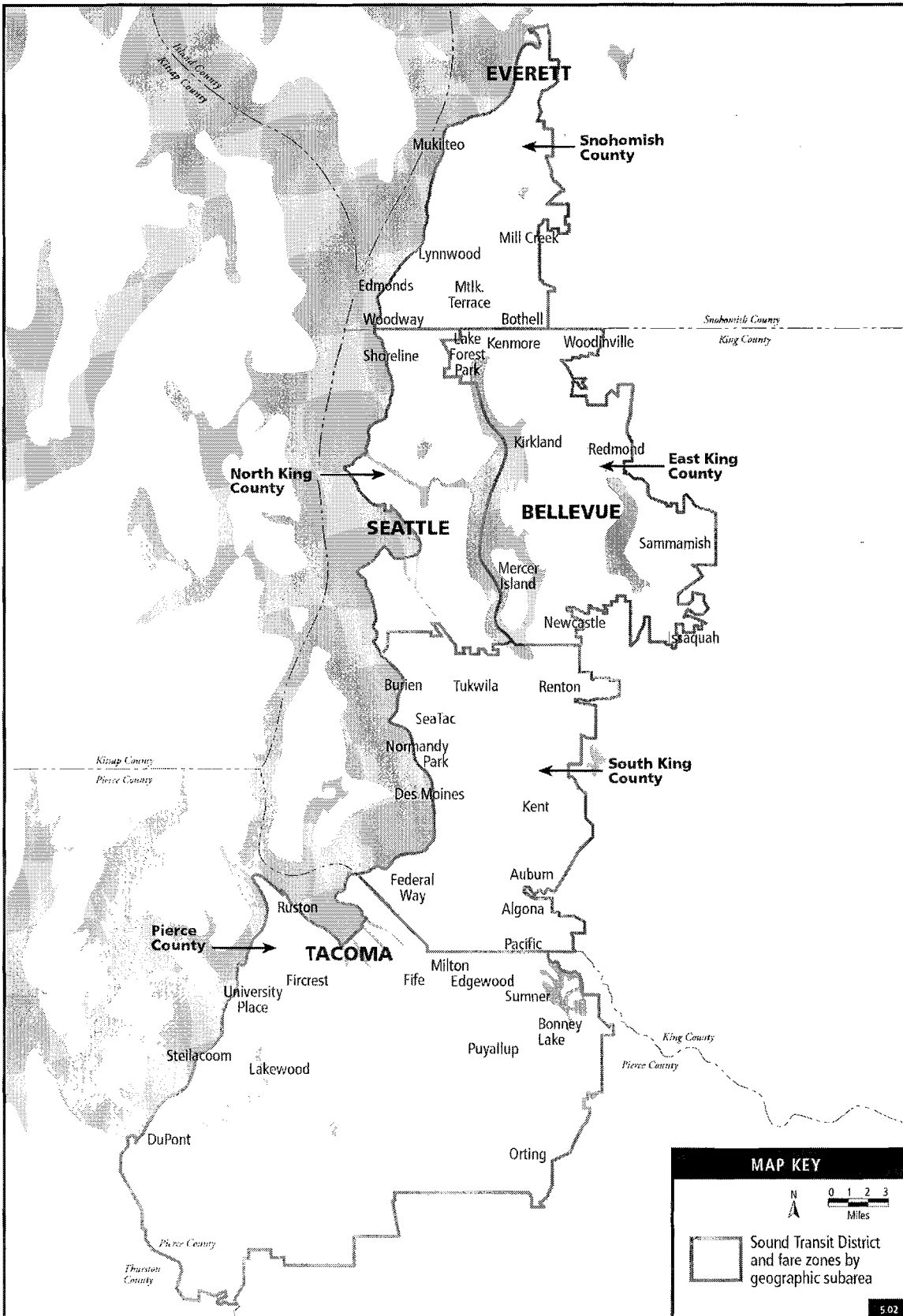
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EXHIBIT A FARE BOUNDARY CHANGE

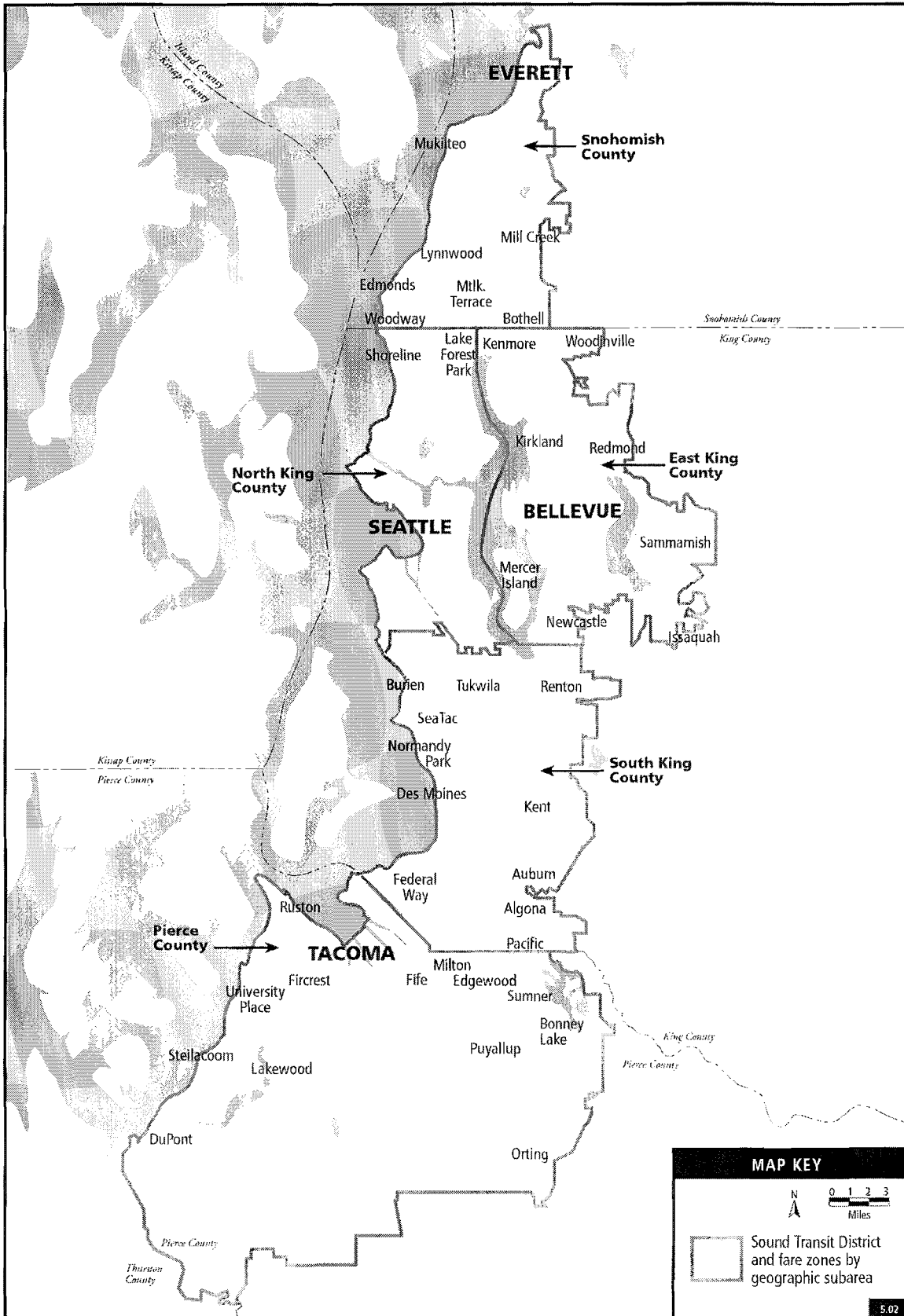
Produced by Sound Transit GIS,
 PLANNING AND DEVELOPMENT
 May 29, 2002



REVISED FARE ZONE BOUNDARY



CURRENT FARE ZONE BOUNDARY



Mayor
David R. Hutchinson

New City Hall
17425 Ballinger Way N.E.
Lake Forest Park, WA 98155-5556
Telephone 206-368-5440
FAX 206-364-6521
E-mail: cityhall@ci.lake-forest-park.wa.us
www.cityoflfp.com



APR 26 2002

Councilmembers
Carolyn Armanini
Mary Jane Goss
Nathan Herzog
Alan S. Kiest
Roger Olstad
Ed Sterner
Dwight A. Thompson

April 24, 2002

Joni Earl, Executive Director
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

Dear Ms. Earl:

I inadvertently sent a letter intended for you to Mr. Tolliver at King County. I hope it is not too late to express the concerns of the City of Lake Forest Park regarding the routes and, more particularly, the proposed zones.

The City Council reviewed the January 2002 Regional Transit News. I am writing to express the concern of the City of Lake Forest Park regarding the proposed zone boundary in the SR 522 corridor.

The proposal has the zone boundary between Lake Forest Park and Kenmore at 155th Street. The effect of this would be to have bus riders further east driving to the shopping center in Lake Forest Park and illegally parking in our center parking lot because of the lower fare. Unfortunately, Lake Forest Park does not have Park and Ride facilities within its boundaries to accommodate this added demand for parking. The proposed zone changes may have the unanticipated effect of having even more bus riders park illegally in the local shopping center. This is a local impact we would choose to avoid if possible.

Have you ever thought of not having bus zones? Many of our commuters travel from Lake Forest Park to Bothell, Redmond and Bellevue. The job market is changing its focus from a Seattle centered economic system to one of interrelated economic centers. The zone fare approach may be a little out of date.

Sincerely,


David R. Hutchinson, Mayor
City of Lake Forest Park

cc: City Council
Transportation Committee

EXHIBIT B
Fare Schedule

Zones	Cash Price (Adult/Youth/Senior Disabled)	Monthly Pass (Adult/Youth/Senior Disabled)	Three-Month Passes (Adult)	Annual Pass (Adult)
Regional Express ¹				
Travel within 1-Zone	\$1.25/\$.75/\$.50	\$45/\$27/\$18	\$135	\$495
Travel within 2-Zones	\$2.00/\$1.50/\$1.00	\$72/\$54/\$36		\$792
Travel within 3-Zones	\$2.50/\$2.00/1.25	\$90/\$72/\$45		\$908
Sounder				
Travel within 1-Zone	\$2.00/\$1.50/\$1.00	\$72/\$54/\$36		\$792
Travel within 2-Zones	\$3.00/\$2.25/\$1.50	\$108/\$81/\$54		
Travel within 3-Zones	\$4.00/\$3.00/\$2.00	\$144/\$108/\$72		

One Day, One-week and Two-week Regional Passes will be available from Sounder Ticket Vending Machines in the following denominations with the following prices:

Sounder	Cash Price (Adult/Youth/Senior Disabled)	Day Pass (Adult/Youth/ Senior Disabled)	One-Week Pass (Adult/Youth/ Senior Disabled)	Two-Week Pass (Adult/Youth/ Senior Disabled)
Travel within 1-Zone	\$2.00/\$1.50/\$1.00	\$4.00/\$3.00/\$2.00	\$20/\$15/\$10	\$40/\$30/\$20
Travel within 2-Zones	\$3.00/\$2.25/\$1.50	\$6.00/\$4.50/\$3.00	\$30/\$22.50/\$15	\$60/\$45/\$30
Travel within 3-Zones	\$4.00/\$3.00/\$2.00	\$8.00/\$6.00/\$4.00	\$40/\$30/\$20	\$80/\$60/\$40

¹Fares on Route 550, which will operate in substantially the same form as King County Metro's former Route 226, will remain at applicable King County fare levels, until such time as significant improvements in service levels are made or significant speed and reliability enhancements are made along the route. At such time, the Executive Director shall recommend for board approval an increase in fares for this route.

Exhibit C
Schedule of Fines for non-payment of fares on Sound Transit vehicles

NUMBER OF CITATIONS WITHIN A TWELVE MONTH PERIOD	FINE
1 st Citation	\$ 50.00
2 nd Citation	\$ 100.00
3 rd Citation	\$ 250.00