

Low Income Fare Taskforce Update

**Board Briefing
February 22, 2017**

Project Background: Investigating the feasibility of a broader low-income fare program

Sustainable: Funding is ongoing and costs are shared with regional partners.

Meaningful: Program is designed to address needs of low-income riders.
Access should be convenient and easy for customers.

Targeted: Benefits should be directed to those that need them most, by way of established eligibility criteria. Program employs eFare technology to maximize direct impact.

Manageable: Administering the program requires minimal cost and leverages existing agency agreements with nonprofits and community based organizations. Eligibility should be managed by organization(s) that have expertise in screening for income-based programs.

Taskforce Participants

Multnomah County	Chair Deborah Kafoury Christian Gaston	Portland Commissioner Amanda Fritz Tim Crail	Wood Village Mayor Tim Clark
Washington County	Commissioner Dick Schouten	Beaverton Mayor Denny Doyle	Forest Grove Mayor Pete Truax
Clackamas County	Clackamas County Commissioner Jim Bernard	Milwaukie Mayor Mark Gamba	Commissioner Renate Mengleberg Theresa Christopherson
Legislative	Rep Lew Frederick	Rep. Diego Hernandez	Rep. Alissa Keny-Guyer
Community Based Organizations	OPAL – Huy Ong Oregon Food Bank, TEAC, Anneliese Koehler	Coalition of Communities of Color, Maggie Tallmadge Street Trust (BTA) Rob Sandusky	Ride Connection, Elaine Wells BRU, Orlando Lopez APANO, Duncan Hwang
Other Participants	MT Hood Community College, Michael Calcagno	David Douglas School District, Frieda Christopher	Washington County Economic Alliance, Pam Treece

Task Force Approach

Meeting 1, November 30 2016: Build Understanding

Meeting 2, January 9, 2017: ORCA Lift Case Study

Meeting 3, January 23, 2017: Program Parameters

Meeting 4, January 31, 2017: Funding

Meeting 5, February 16, 2017: Final Recommendations and Next Steps

Task Force Outcomes

1. Support the development of a regional Low Income Fare program
2. Recommended eligibility would be up to 200% of Federal Poverty Level
 - One-person household: \$23,760 max
 - Four-person household: \$48,600 max
1. Recommended program subsidy would be 50% off of Adult ticket/day pass and ~70% off of Adult monthly pass
 - Equivalent to Honored Citizen and Youth fare structures

Estimated annual cost of fully subscribed program \$11.3 million

Funding Recommendations

1. Advocate for the inclusion of transit funding in the State Transportation package – if funded could be used to support a new low income fare program.

2. Research local tax options related to:
 - Commercial parking facilities
 - Business fees
 - Hotel fees
 - Corporate tax options
 - Other scenarios

Next Steps

1. Work with Metro and our regional partners to leverage taskforce members' capacity to support the passage of a transportation plan that includes resources for transit.
2. Develop final taskforce report of findings, process and recommendations.
3. Reconvene partners & stakeholders after legislative session to review other funding strategies as necessary.