

Date: January 24, 2018

To: Board of Directors

From: Neil McFarlane



Subject: **ORDINANCE NO. 347 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (SECOND READING)**

1. Purpose of Item

Ordinance No. 347 amends TriMet Code Chapter 19 and adopts a new Low Income Fare program.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Ordinance

3. Reason for Board Action

The TriMet Code may be amended only by adoption of an ordinance. Adoption of Ordinance No. 347 requires two readings. The first reading of Ordinance No. 347 occurred at the December TriMet Board of Director's (Board) meeting.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other

5. Background

Ordinance No. 347 allows TriMet to create a new Low Income Fare program that allows eligible registered individuals earning up to 200% of the federal poverty level the opportunity to purchase adult single use, and day passes at 50% off and monthly passes at 72% off the cost of the adult fare.

TriMet has a long history of creating programs to make transit more affordable for youth, seniors, and riders with disabilities. Under the direction of the Board, TriMet created the Access Transit programs that provide grants and discounted fares to nonprofit organizations, which in turn use these resources to assist low-income riders.

While these programs have provided much needed access for low-income persons served by nonprofits, TriMet did not previously have the resources to implement a comprehensive system-wide program to provide a reduced-price fare for the broader population of low-income riders without additional partners.

Addressing the transportation needs of low-income residents required a comprehensive approach and involvement by many regional jurisdictions and partners to move the idea forward. For over three years, TriMet staff and partners have been looking into the feasibility of implementing a Low Income Fare program that would be sustainable, meaningful, targeted, and manageable.

Under the direction of TriMet's Board, TriMet's General Manager and Metro Councilor Sam Chase successfully convened a regional Low Income Fare Taskforce, which explored the feasibility of a local program through a regional collaborative effort. The Taskforce included over 22 members from across the tri-county area, and consisted of local elected officials, community based organizations, business associations and stakeholders from secondary and post-secondary institutions.

Over the course of 5 months, the Taskforce met and built an understanding of existing programs around the country, heard from current program representatives, discussed potential program parameters, including subsidies, eligibility levels and the need to balance potential tradeoffs, and debated funding options and strategies.

At the conclusion of the process, the Taskforce agreed to the following:

The Taskforce members agreed to support the development of a regional Low Income Fare program.

The Taskforce members recommended eligibility of up to 200% of Federal Poverty Level:

- One-person household: \$23,760 max
- Four-person household: \$48,600 max

The Taskforce members recommended a program subsidy at 50% off of an Adult ticket/day pass, and approximately 70% off of Adult monthly pass. This would make the Low Income Fare program equivalent to Honored Citizen and Youth fare structures.

The primary funding strategy identified by the Taskforce was to advocate for public transportation funds as part of the State's transportation package, with the commitment that any new resources coming to TriMet be prioritized to fund a new Low Income Fare program and increased services. Over the course of the legislative session, many of the Taskforce members leveraged their partnerships and networks, and testified in support of this strategy.

In August of 2017, Governor Kate Brown signed HB 2017 a historic transportation package that included resources for public transit. The new resources allow staff to begin work on building out a new regional Low Income Fare program planned for launch in July of 2018.

Title VI Fare Equity Analysis

Executive Summary: Low Income Fare Program Equity Analysis

In accordance with Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B, and TriMet's 2016 Title VI Program, TriMet conducts an equity analysis any time fare changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The proposal to decrease Adult fares for eligible low-income riders in July 2018 calls for such an analysis prior to the TriMet Board of Directors taking action.

Methodology

TriMet's Title VI Program outlines the agency's Disparate Impact and Disproportionate Burden policies, as well as the way in which TriMet conducts fare equity analyses. In the case of the proposed Low Income Fare program, the analysis aimed to answer two main questions: 1) how might decreasing Adult fares for eligible riders impact minority and/or low-income riders; and 2) do minority and/or low-income riders stand to benefit equitably from this proposal? To answer this question, staff utilized data from the most recent TriMet fare survey, conducted onboard in fall 2016.

Findings

Disparate Impact Analysis (Minority Riders)

The analysis found that a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole. Eligible trips are defined as trips taken by low-income riders at or below the 200% federal poverty level. Additionally, minority and non-minority riders that are eligible for the Low Income Fare program use different fare products (e.g. single fares, 1-day pass, and monthly passes) at similar rates.

Therefore, the proposal to decrease single fares, 1-day, and monthly passes by different percentages does not present a potential Disparate Impact.

Disproportionate Burden Analysis (Low-income Riders)

The analysis found that the specific structure of the fare decrease proposal – to decrease Adult single fares by \$1.25, 1-day pass by \$2.50, and monthly passes by \$72 – will positively benefit low-income riders. The program eligibility requirement is inclusive of TriMet's definition of a low income rider. Thus, the program stands to benefit all low-income riders as defined by TriMet's Title VI policy. Additionally, low income and higher income riders use different fare products at similar rates – with the exception of the monthly pass, which is proposed for the highest percentage decrease. However, fares paid by low-income riders are more likely to be the monthly/30-day pass than fares paid by higher income riders.

Therefore, this proposal does not present a potential Disproportionate Burden on low-income riders.

Community Outreach and Public Comment

TriMet's Diversity and Transit Equity Team and other staff utilized a variety of outreach and community engagement efforts in order to gather feedback, understanding, and input into the development of a regional Low Income Fare program.

Transit Equity Advisory Committee (TEAC)

The vision of a regional Low Income Fare program had long been championed by the members of TEAC and in the spring of 2016 they adopted the development of a program as a major initiative to pursue as a committee. TEAC members identified the research areas to focus on, reviewed the products and recommendations of the research team, helped inform the process of the regional taskforce, advocated for the passage of HB 2017, and helped build out the community engagement process.

TriMet Community Partner Forums

As part of its community outreach efforts, TriMet's Diversity & Transit Equity Department completed a series of community forums targeting 80 Access Transit partner agencies who serve transit dependent communities. The goal of these forums was to provide awareness and engagement opportunities for our community partners around the upcoming changes, which included an overview of the Low Income Fare program.

Community Partner Forum Schedule:

Date	Location	Address	Time
October 30 th	Rosewood Initiative	16126 SE Stark St.	10am-12 noon
November 7 th	PCC- Willow Creek	241 SW Edgeway Dr.	10am-12 noon
November 16 th	Clackamas CC	19600 Molalla Ave.	10am-12 noon

TriMet Fall 2017 Open Houses

TriMet staff held seven open houses in Oregon City, North Portland, Gresham, Tigard, Milwaukie, Hillsboro, and downtown Portland to facilitate budget discussions with community stakeholders and riders, communicate proposed service changes and enhancements and discuss new initiatives related to fare enforcement, and the implementation of a Low Income Fare program. At each event, a table was staffed to share information regarding the Low Income Fare program as well as to receive feedback on program development. Questions included: 1) where should participants register for the program; 2) what types of documentation should be required in order to verify eligibility; and 3) how often should participants have to reapply? Overall, the feedback received was positive and community members are looking forward to the implementation of the Low Income Fare program.

Diversity and Transit Equity Staff attended and presented on TriMet's efforts around establishing a regional Low Income Fare program to the East County Caring Committee in August of 2017. Diversity and Transit Equity Staff also attended and presented on the program at the October 2017, Making Visible Differences Steering Committee

Online Survey

In addition to its in-person convening's, community forums, open houses, and community presentations, TriMet also sought feedback online through a webpage introduction to a low-income fare <https://trimet.org/lowincome/index.htm> and encouraged riders and systems stakeholders to weigh in on programmatic areas to help inform the program model.

6. Financial/Budget Impact

The potential cost of implementing a Low Income Fare Program is expected to be approximately \$12.3 million per year.

7. Impact if Not Approved

If the Board does not proceed with a second reading and passage of Ordinance No. 347, the existing fare provisions of the TriMet Code would remain in place. However, as part of HB 2017 TriMet has been authorized to move forward with a local program and will soon be resourced to implement the initiative. TriMet has previously committed to local elected officials, community based organizations, riders, and system stakeholders of its intent to begin the new program by July of 2018. Failure to approve the ordinance could result in TriMet not being able to meet that timeline.

ORDINANCE NO. 347

ORDINANCE OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING A LOW INCOME FARE PROGRAM AND AMENDING TRIMET CODE CHAPTER 19 (SECOND READING)

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, having considered the transit equity service change analysis Final Report, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Changes to TriMet Code Chapter 19

Amendments to TriMet Code Chapter 19 are adopted as set forth in the attached Exhibit A, which is incorporated into and made part of this Ordinance.

Section 2- Experimental Fare

Upon approval by the General Manager, a Low Income Fare consistent with the amendments to TriMet Code Chapter 19 in Section 1 may be implemented on a temporary basis as an experimental fare prior to the operative date of Section 1 of this Ordinance.

Section 3- Effective Date

This Ordinance shall take effect thirty days after the date of its adoption. The amendments to TriMet Code Chapter 19 in Section 1 shall be operative on July 1, 2018.

Dated: January 24, 2018

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

ORDINANCE NO. 347

EXHIBIT A

TriMet Code (TMC) Chapter 19, Fares, Section 19.05 Definitions and Section 19.15 Fares, are amended as set for below. Additions are show in underline, bold text.

*Unchanged sections of the chapter omitted for brevity, indicated by a set of three asterisks (***)*

CHAPTER 19 – FARES

19.05 **Definitions.** As used in this Chapter, unless the context requires otherwise:

A. “Honored Citizen” means:

- (1) Persons 65 years of age or older who show valid government-issued photo identification showing proof of age, or a valid TriMet photo Honored Citizen Card;
- (2) Persons under 65 years of age registered legally blind by the Commission for the Blind who show a valid TriMet Honored Citizen Card;
- (3) Persons under 65 years of age registered disabled by the Social Security Administration who show a valid TriMet Honored Citizen Card;
- (4) Persons under 65 years of age who are certified disabled by the State of Oregon Vocational Rehabilitation Division, State of Oregon Senior and Disabled Services Division or by the U.S. Railroad Retirement Board when each applies the same standards of disability as are applicable to persons who are determined to be disabled pursuant to subparagraph 3 above and who show a valid TriMet Honored Citizen Card;
- (5) Veterans under 65 years of age certified 100% disabled by the Veterans Administration who show a valid TriMet Honored Citizen Card;
- (6) Persons under 65 years of age qualifying as “Temporarily Disabled” under criteria established by TriMet, and so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;
- (7) Persons qualified eligible by the Clackamas, Clark, Multnomah or Washington County Association for Retarded Citizens, or the Clackamas, Multnomah or Washington County Mental Health Association under the criteria established by TriMet and those agencies, who show a valid TriMet Honored Citizen STAR Card (marked with a “STAR”);
- (8) Persons under 65 years of age, not verified disabled by the Commission for the Blind, Social Security Administration, United States Railroad Retirement Board or the Veterans Administration, but who qualify as disabled under criteria established by TriMet and are so certified by a licensed physician, and who show a valid TriMet Honored Citizen Card;

- (9) Persons certified by a licensed physician or health or social service professional to qualify for a TriMet Honored Citizen “A” Card (marked with an “A”) under criteria established by TriMet and who show a valid TriMet Honored Citizen “A” Card;
- (10) Persons qualified eligible by C-Tran who show a valid C-Tran Senior, C-Tran Disabled, or C-Tran C-Van Identification Card; and
- (11) Persons who show a valid Medicare Card and either (a) valid government-issued photo identification or (b) a valid TriMet photo Honored Citizen Card, as proof of identity for the Medicare Card.

Replacement TriMet Honored Citizen Cards are subject to payment of a \$5.00 fee.

B. “Honored Citizen Downtown Bus Pass” is a photo identification card issued to persons qualifying for Honored Citizen status as set forth in Section 19.05(A) above, who provide proof of residency within the area bounded on the North by NW Irving, except that at the intersection of NW Irving and NW Station Way it shall be bounded on the North by NW Station Way to NW Broadway and then by NW Broadway south to NW Irving and continuing west on NW Irving to the Stadium (I-405) Freeway, on the West and South by the Stadium (I-405) Freeway and on the East by the Willamette River, under criteria established by TriMet. The photo identification card allows fareless travel on bus and rail trips which begin and end within the area described above, for a period of two years from the date of issuance. The General Manager may promulgate Administrative Requirements governing the Program requirements of the Honored Citizen Downtown Bus Pass, including but not limited to the fee for participation in the Program.

C. **“Low Income Fare” is a fare designation available to persons who are determined by TriMet to meet the eligibility requirements for a reduced fare because the person can demonstrate to TriMet’s satisfaction through a process established by TriMet that their annual income is at or less than 200% of the Federal Poverty Level. The Federal Poverty Level is a measure of income issued by the United States Secretary of Health and Human Services.**

- (1) **A person deemed eligible by TriMet for the Low Income Fare will be provided a non-transferable Low Income Fare identification card.**
- (2) **The General Manager may promulgate Administrative Requirements governing eligibility, applications, the issuance and appearance of Low Income fare cards, renewals, and any other requirements for the Low Income Fare.**

[subsequent subsections renumbered]

(19.05 amended by Ordinances No. 162, Section 1; Ordinance No. 178, Section 1; Ordinance No. 190, Section 1; Ordinance No. 239, Section 1; Ordinance Nos. 277, 286, 299, 309, 312, 316, 317 and 323)

A. Regular Transit Services:

The fares payable for use on the TriMet transit system shall vary according to the status of the rider and method of payment. Any person displaying a valid Low Income Fare identification card issued under TMC 19.05 is permitted to use as proof of payment any HONORED CITIZEN fare instrument, including eFare, described in this section. A valid Low Income Fare identification card qualifies as a TriMet Honored Citizen identification card when required to be displayed as proof of eligibility for an Honored Citizen fare. Persons eligible for the Low Income Fare are not eligible for the Honored Citizen Downtown Bus Pass.

The fares payable for use on TriMet and shall be as follows:

(1) Monthly Passes and 30-Day Passes

(a) <u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (b) A 30-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of thirty (30) consecutive days from the date of purchase.

(2) Pre-Paid Tickets

(a) <u>Status</u>	<u>Fare</u>
YOUTH	10/\$12.50
HONORED CITIZEN	10/\$12.50
ADULT	10/\$25.00

- (b) Pre-paid unvalidated tickets may be used in the amount of their cash value for payment of additional fare, i.e., two Adult tickets may be used for an Adult 1-Day Pass. Refunds for overpayment will not be given.

(c) Field Trip Group Discount (“Class Pass”) Tickets

- (1) Groups whose members are 18 years of age or younger, traveling with at least 15 but not more than 35 members on the bus, or with at least 15 but not more than 70 members on MAX, including other persons aged 18 or older traveling with

the group as designated group leader(s) or chaperone(s), are eligible for the Field Trip Group Discount (“Class Pass”) ticket. The cost of the ticket shall be \$1.00 per person. A ticket must be purchased for the trip. The ticket shall be valid for travel only for the date, route(s), time(s), and number of persons specified on the ticket. Each member must carry a ticket, or the group leader must carry a ticket for the group.

- (2) The group must schedule the trip at least 14 days in advance. Trips may be scheduled for weekdays or weekends using regularly scheduled service. Weekday trips must occur between the hours of 9:00 a.m. and 3:00 p.m. Specified trip times shall be at the discretion of TriMet. TriMet reserves the right to schedule trips according to anticipated available capacity on regularly scheduled service.

Possession of a Class Pass ticket in no way guarantees available vehicle capacity on scheduled trip times. In the event that all members of a group are unable to board the vehicle as specified on the Class Pass ticket, due to heavy passenger loads, the operator will arrange to have the Class Pass ticket be valid on the next regularly scheduled vehicle.

Groups wishing to reschedule a trip must cancel at least one business day in advance of the scheduled trip. Trips must be scheduled at least 14 days in advance of the new travel date. A new ticket will be issued to the group leader stating the new date, route(s), time(s), and number of persons in the group.

- (3) Class Pass tickets shall be available for purchase only at TriMet’s Ticket Office at Pioneer Square, or by mail. Tickets must be purchased at least 14 days in advance. Tickets are nonrefundable, nontransferable, and shall not be laminated or duplicated.

(d) Event Fare

An Event Fare shall be available to events for all tickets for the event which are purchased and distributed in advance through ticket outlets. The Event Fare shall be \$2.50 per ticket per day, which shall be valid fare for travel, all hours on the day of the event(s) for which the ticket is purchased. Tickets for the event which are sold at the door shall not be included in the Event Fare program.

(3) Cash Fares

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(4) Annual Passes

<u>(a) Status</u>	<u>Fare</u>
YOUTH	\$308.00
HONORED CITIZEN	\$308.00
ADULT	\$1,100.00

- (b) Annual Passes must be purchased as one lump sum; installment payments are not permitted, except that: (1) employers who enter into a written annual agreement to purchase Annual Passes in a minimum dollar amount of \$6,050, may elect to make quarterly installment payments subject to administrative program requirements, and (2) employers who enter into a written annual agreement to purchase Annual Passes, where the Annual Pass year ends on August 31, shall receive a pro-rated per pass price in the sum of: the number of months remaining in the Annual Pass year X the Monthly Pass price X .92. The price paid by employers for Annual Passes under a written agreement is subject to adjustment to include any Adult Annual Pass fare increases adopted by the TriMet Board that take effect during the term of the agreement. Employers shall pay any Adult Annual Pass price increases during the term of the agreement in accordance with administrative program requirements. However, the total amount of increase shall not exceed 3% of the employer's per pass price that was in effect on September 1 (or the effective date of the agreement).

(5) Select Term Pass Program

- (a) Colleges with a campus(es) located within the TriMet district may purchase for their qualified students at that campus(es), Term passes in accordance with the Select Term Pass program requirements set forth in this Paragraph (5) and the administrative program requirements established for the fare. A "campus" means a building(s) located at one physical location within the TriMet district under the control of a college. "Qualified students" are either full-time or part-time students, as defined by the college administrative criteria, who attend class at a campus. The college shall be required to enter into a written contract for purchase of the Select Term Pass in accordance with the administrative program requirements established for the fare. The Select Term Pass fare instrument shall be valid for travel for the Term Pass fare period.
- (b) The Select Term Pass fare instrument shall consist of the student's college photo identification card with an affixed TriMet issued validation sticker, or a TriMet approved eFare Program card ("eFare card"), and must be carried by the student as proof of fare payment.
- (i) If using TriMet issued validation stickers, colleges shall provide the student with a photo identification card, which shall also include the college's name. The validation sticker must be placed on the photo identification card. A student's photo identification card with an affixed Term validation sticker shall be valid through the month and year designated on the sticker.

(ii) Colleges may use a TriMet approved eFare card, which shall be required to display the college's name, the student's name, and may include the student's photo. If the approved eFare card does not include a photo, the student may be asked to display other valid photo identification as proof of their identity. Students are required to tap their eFare card prior to each vehicle boarding and upon occupying any district areas requiring proof of fare payment.

(iii) Colleges shall verify student status before providing an individual with a Term Pass fare instrument. The Term Pass fare instrument may not be provided to or used by non-students, is non-transferable, and is a valid fare instrument only for the person whose name appears on the card.

(c) The Term Pass fare period shall be established in the written contract with the college. During the contract period, the Select Term Pass price shall be calculated on a per Term basis (Term Pass fare period). The price of the Select Term Pass shall be the sum of the number of months in the Term times the Board adopted Adult Monthly Pass fares that will be in effect during that Term, less a discount of 10%. The price will not be pro-rated. The price paid by college for the Select Term Pass under a written contract is subject to adjustment to include any Adult Monthly Pass fare increases adopted by the TriMet Board that take effect during the term of the contract. Colleges shall pay any Select Term Pass price increases during the term of the contract in accordance with administrative program requirements.

(d) Only one pass may be sold to each qualified student per Term Pass fare period.

(6) 1-Day Pass

A 1-Day Pass shall be valid for travel on any regularly scheduled TriMet route, in accordance with the status of the rider, for the remainder of the service day in which the 1-Day Pass is valid.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50
ADULT	\$5.00

(7) 7-Day Pass

The 7-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of seven (7) consecutive days.

<u>Status</u>	<u>Fare</u>
YOUTH	\$7.50
HONORED CITIZEN	\$7.50

ADULT \$26.00

(8) 14-Day Pass

A 14-Day Pass shall be valid for travel on any regularly scheduled TriMet route in accordance with the status of the rider for the period of fourteen (14) consecutive days as follows:

<u>Status</u>	<u>Fare</u>
YOUTH	\$14.50
HONORED CITIZEN	\$14.50
ADULT	\$51.00

(9) Washington County Commuter Rail (WES) Service

Fares payable for use of Washington County Commuter Rail (WES) Service shall be the same as other regular fixed route fares established according to the status of the rider and the method of payment for travel as set forth in TMC Section 19.15.

B. Door-to-door LIFT services:

- (1) The fare for door-to-door LIFT services, excluding rides paid for by agencies under contract with TriMet, shall be:
 - (a) Cash: \$2.50.
 - (b) Pre-paid Tickets: 10/\$25.00.
 - (c) Monthly Pass: \$74.00; non-transferable.
 - (d) Annual Pass: \$888.00; non-transferable.
 - (e) 20 trip punch card: \$48.00; valid for 20 trips on LIFT service only, non-expiring.
 - (f) 14-Day Pass: \$37.50; valid for travel on LIFT service for a period of fourteen (14) consecutive days, non-transferable.
- (2) The following additional methods of fare payment will be accepted as total payment for door-to-door LIFT services:
 - (a) A regularly scheduled service route transfer plus \$1.50;
 - (b) Regularly scheduled service route tickets will be accepted on LIFT service for their face value toward the LIFT cash fare; or
 - (c) Adult 1-Day Pass.

- (3) Purchase of a pre-paid ticket or pass does not guarantee that a ride will be provided.
- (4) A LIFT pre-paid ticket, LIFT monthly pass or LIFT annual pass is valid for travel on regular fixed route service when accompanied by valid TriMet Honored Citizen identification.

C. Electronic Fare (“eFare”) Program

Use of an electronic fare payment system (“eFare”) Program shall be subject to the following fare provisions:

(1) eFare Cards

- (a) An eFare card is a contactless electronic fare instrument that allows a rider to tap at designated card readers to pay their fare.
- (b) The rider must tap their eFare card prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
- (c) eFare cards are non-transferable.
- (d) The following fares shall be available using stored value from an eFare card account, according to the status of the rider:
 - (i) 2 ½ Hour Ticket
A rider shall be allowed unlimited rides for a duration of 2 ½ hours following the initial eFare card tap.

<u>Status</u>	<u>Fare</u>
YOUTH	\$1.25
HONORED CITIZEN	\$1.25
ADULT	\$2.50

(ii) 1-Day Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Day Pass price and not more (“capped”), regardless of how many taps the rider accrues during the service day. Once charges accrue to the applicable 1-Day Pass price during a service day, additional trips are free for the remainder of that service day.

<u>Status</u>	<u>Fare</u>
YOUTH	\$2.50
HONORED CITIZEN	\$2.50

ADULT \$5.00

(iii) 1-Month Pass

Fares paid per card tap shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.

<u>Status</u>	<u>Fare</u>
YOUTH	\$28.00
HONORED CITIZEN	\$28.00
ADULT	\$100.00

- (e) Reloadable eFare cards shall be available for purchase for a fee of \$3.00.
- (f) A minimum \$5.00 load to an eFare card account shall be required, except that no minimum load shall be required for eFare cards loaded at the TriMet Ticket Office.
- (g) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(A)(4). Annual Passes shall be issued in the form of an eFare card.
- (h) Payment of fares for LIFT paratransit services by an eFare card shall be initiated either by tapping a card reader, or payment shall be deducted from the rider’s account when the LIFT operator picks up the rider and confirms the rider’s trip through their Mobile Driver Terminal (MDT). LIFT payments in this paragraph (h) exclude rides paid for by agencies under contract with TriMet. The following LIFT paratransit fares shall be available for payment from an eFare card account:
 - (i) Single Ticket: \$2.50
 - (ii) 1-Month Pass: \$74.00. Fares paid shall accumulate, and a rider shall be charged only up to the applicable 1-Month Pass price and not more (“capped”), regardless of how many taps the rider accrues during the calendar month. Once charges accrue to the applicable 1-Month Pass price during a calendar month, additional trips are free for the remainder of that calendar month.
 - (iii) Annual Passes may be purchased as one lump sum, according to the requirements set forth in TMC Section 19.15(B)(1)(d).
 - (iv) Payment of a LIFT fare under this paragraph (h) shall be valid as payment for travel on regular fixed-route service. In the case a rider begins their trip on fixed-route by tapping their LIFT eFare card, the applicable Honored Citizen fare and fare identification requirements shall apply.

(2) Other eFare Payment Instruments

Financial instruments issued by the major payment brands including VISA, MasterCard, American Express and Discover that are capable of providing payment through contactless tapping at designated card readers may be used to purchase the Adult 2 ½ Hour Ticket and Adult 1-Day Pass per paragraphs (1)(d)(i) and (ii) above. The rider must tap their fare payment instrument prior to each vehicle boarding to validate their trip or upon occupying district areas requiring proof of fare payment.
