

SOUND TRANSIT

RESOLUTION NO. R2009-01

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority establishing a distance-based fare structure for use on Link light rail and adopting the corresponding fare level to be charged for riding Link light rail.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as 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, Sound Transit is authorized to plan, construct, and operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, the Sound Transit Board has established fare structures and set corresponding fare levels for ST Express bus and Sounder commuter rail services; and

WHEREAS, the Board wishes to establish the Link fare structure and corresponding pricing level before initial service commences. Link service from Westlake Station in the Downtown Seattle Transit Tunnel (DSTT) to the Tukwila/International Blvd. Station will begin in mid-2009 with the Airport Link segment opening by the end of 2009; and

WHEREAS, staff conducted an analysis of various fare structures and evaluated them in terms of the pricing level required to reach the 52 percent farebox recovery referenced in Sound Move by the completion of University Link in 2017; and

WHEREAS, Sound Transit's Executive Committee considered staff analysis and initial public outreach on four potential fare structures and identified charging fares in the DSTT as an important factor in determining fare pricing; and

WHEREAS, in December 2008, the Executive Committee directed staff to seek public review and comment on one distance-based fare structure model in which customers are charged a base fare along

with an additional mileage surcharge and two fare pricing options – one based on charging fares in the DSTT and the other without; and

WHEREAS, an adult base fare of \$1.75 and a mileage surcharge of \$.05 a mile will achieve a farebox recovery of 52% by completion of University Link in 2017; and

WHEREAS, to comply with FTA regulations and regional policy, youth fares will be no more than 75 percent of adult fares and senior/disabled fares will be no more than 50 percent of an adult fare; and

WHEREAS, public input received via public outreach events, email, the Sound Transit website, telephone and a public hearing has been reported to the Board.

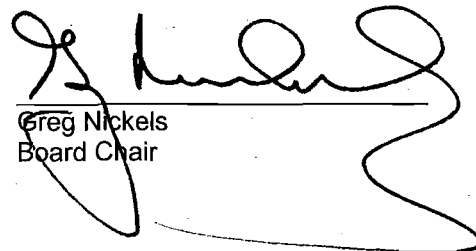
NOW, THEREFORE, BE IT RESOLVED that the Board of the Central Puget Sound Regional Transit Authority hereby establishes a distance-based fare structure for use on Link light rail, and adopt the corresponding fare level of \$1.75 base fare and a \$.05 per mile charge rounded up or down to the nearest quarter to be charged for riding Link light rail along the entire alignment, including the Downtown Seattle Transit Tunnel (DSTT).

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 26, 2009.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Board Chair