

**RESOLUTION NO. R2018-05**  
**ST Express Fare Simplification Proposal**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	03/01/2018	Recommend to Board	Michael Trzupsek, Executive Director, FIT <b>Sunnie Sterling, Senior Revenue Analysis Manager</b>
Board	03/22/2018	Final Action	

**PROPOSED ACTION**

(1) Adopts new fare rates and fare structure for ST Express bus service, and (2) supersedes the fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 with the rates established by this action as shown in Attachment A.

**KEY FEATURES SUMMARY**

- This action presents two options to the Sound Transit Board regarding fare simplification on ST Express service:
  - Option 1: Establish a \$3.25 adult flat-rate fare on all ST Express service (**Staff Recommendation**)
  - Option 2: Establish a route-based fare that eliminates the one-zone fare on routes that serve two counties
- Both options simplify ST Express fares for youth, seniors and persons with disabilities by establishing a flat fare equal to the current one-county fare, and ending use of the zone fare structure.
- The Board previously adopted Resolution No. R2014-28, which set fares for all transportation modes. The Board later adopted Resolution No. R2015-29, which amended Sounder fare rates. This action would establish new rates for ST Express based on the option selected by the Board.

**BACKGROUND**

The ORCA transit agencies have a long history of working together on fare coordination, starting in 1997 when agencies gathered for the first Fare Forum to consider what fare coordination could look like in the Central Puget Sound region. Over the last 20 years, the agencies have established core concepts that are fundamental to our current regional fare collection system. These core concepts provide that each Agency’s governing body maintains responsibility to set actual fare levels for each individual agency, but regionally we would work to standardize some aspects of the overall fare structure. These standardized aspects include common customer fare categories, regional pass products, transfer credits and revenue apportionment.

In 2016, in coordination with the planning for the next generation ORCA system, participating agencies conducted three regional fare forums with representatives from each of the agencies’ governing bodies. Through these forums, participants reaffirmed a commitment to regional fare coordination and provided guiding principles for the next generation ORCA system’s fare structure design. The Forum also reviewed and recommended two simplification strategies for the agencies’ to pursue in order to simplify the design of the next generation ORCA system. These recommendations were:

1. Eliminate Zone-based Fares

## 2. Eliminate Trip-Based Peak Fares

Sound Transit Express buses currently use a two-zone fare structure as noted in the table below. Each county represents a separate zone, with the zone boundary at county lines. Trips within one county are charged a one-zone fare, while trips crossing a county line are charged a higher, two-zone fare. Routes that travel across county lines are preset to charge a two-county fare and riders making one-county trips on two-county routes must request a fare override from the bus operator.

### Current ST Express bus fares

Customer Category	One-county (1-zone) fare	Two-county (2-zone) fare
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	\$2.75
Youth	\$1.50	\$2.75
Senior/Disabled	\$1.00	\$1.75

### Fare Change Options

#### **OPTION 1: \$3.25 ADULT FLAT FARE**

A flat fare structure that would establish one fare for each of our rider categories, good for travel on any bus within the ST Express system:

Customer Category	Flat-Fare
Adult	\$3.25
Low-Income Adult	\$1.50
Youth	\$1.50
Senior/Disabled	\$1.00

The following table illustrates the change in fares that riders would experience with Option 1:

Option 1 - Flat Fare					
	Fare		Change		
	Existing	Proposed	\$	%	
<b>Adult</b>					
One-County Trips	\$2.75	\$3.25	\$0.50	18%	
One-County Trips on a Multi-County Route	\$2.75	\$3.25	\$0.50	18%	
Multi-County Trips	\$3.75	\$3.25	(\$0.50)	-13%	
<b>Low-Income ORCA</b>					
One-County Trips	\$1.50	\$1.50	-	-	
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-	
Multi-County Trips	\$2.75	\$1.50	(\$1.25)	-45%	
<b>RRFP</b>					

One-County Trips	\$1.00	\$1.00	-	-
One-County Trips on a Multi-County Route	\$1.00	\$1.00	-	-
Multi-County Trips	\$1.75	\$1.00	(\$0.75)	-43%
<b>Youth</b>				
One-County Trips	\$1.50	\$1.50	-	-
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-
Multi-County Trips	\$2.75	\$1.50	(\$1.25)	-45%

- This option would eliminate the zone fare structure for all customer categories, and establish flat fares for ORCA LIFT, Youth and RRFp riders at the current one-zone level.
- Adults making one-county trips will see a fare increase of \$0.50, an 18% increase, while adults making multi-county trips would see a \$0.50 fare decrease (-13%).
- Low Income Adults, Youth and RRFp making One-County trips would see no fare change, while those making multi-county trips would see a fare decrease.

**OPTION 2: ONE-COUNTY AND TWO-COUNTY ROUTE-BASED ADULT FARE**

Would establish a route-based fare structure for full-fare adult riders, based on whether a route is a one-county or a two-county route.

Customer Category	Trips on one-county Routes	Trips on two-county Routes
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	
Youth	\$1.50	
Senior/Disabled	\$1.00	

The following table illustrates the change in fares that riders would experience with Option 1:

<b>Option 2 - Eliminate One Zone Override</b>					
<b>Proposed Fare Change by Rider Group</b>	<b>Fare</b>		<b>Change</b>		
	<b>Existing</b>	<b>Proposed</b>	<b>\$</b>	<b>%</b>	
<b>Adult</b>					
One-County Trips	\$2.75	\$2.75	-	-	
One-County Trips on a Multi-County Route	\$2.75	\$3.75	\$1.00	36%	
Multi -County Trips	\$3.75	\$3.75	-	-	
<b>Low-Income ORCA</b>					
One-County Trips	\$1.50	\$1.50	-	-	
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-	
Multi -County Trips	\$2.75	\$1.50	(\$1.25)	-45%	

<b>RRFP</b>				
One-County Trips	\$1.00	\$1.00	-	-
One-County Trips on a Multi-County Route	\$1.00	\$1.00	-	-
Multi -County Trips	\$1.75	\$1.00	(\$0.75)	-43%
<b>Youth</b>				
One-County Trips	\$1.50	\$1.50	-	-
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-
Multi -County Trips	\$2.75	\$1.50	(\$1.25)	-45%

- This option would eliminate the zone fare structure for all customer categories, and establish route based fares for adults depending on whether the route services two counties and a flat fare for ORCA LIFT, Youth and RRFP riders at the current one-zone level.
- Adults making one-county trips on a one-county route will see no change in fare, adults making a one-county trip on a multi-county route would see a \$1.00 fare increase (36%).
- Low Income Adults, Youth and RRFP making One-County trips would see no fare change, while those making multi-county trips would see a fare decrease.

## **FISCAL INFORMATION**

The proposed action will increase projected fare revenues above the adopted 2018 ST Express fare revenue budget of \$37,734,098\* under both modeled options. Option 1 results in an estimated ridership decrease of 0.4% to 1.8% with a revenue increase of 2.1% to 3.6% or \$774,000 to \$1,300,000. Option 2 results in a minimal estimated ridership impact of -0.1% to 0.1% with a small revenue increase of 0.3% to 0.7% or \$118,000 to \$240,000.

Future fare revenues will be included in future budgets.

<b>Option 1: \$3.25 Adult Flat Fare</b>	<b>Low**</b>	<b>High</b>
Ridership Impact	(325,000)	(68,000)
Revenue Impact	\$774,000	\$1,300,000
Projected 2018 ST Express Revenue	\$38,508,098	\$39,034,098

<b>Option 2: Route-based Fare</b>		
Ridership Impact	(21,000)	20,000
Revenue Impact	\$118,000	\$240,000
Projected 2018 ST Express Revenue	\$37,852,098	\$37,974,098

\* ST Express Fare Revenue budget is included within the Passenger Fare Revenue budget, located on page 2 of the Proposed 2018 budget book. The Board adopted the annual 2018 revenue budget on 12/21/17, and the adopted 2018 budget book is pending publication.

\*\*Low range of estimate includes Passport riders in the fare elasticity calculation, the high end of the range exclude Passport riders.

## **SMALL BUSINESS/DBE PARTICIPATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

In compliance with FTA regulations, Sound Transit has performed a Title VI analysis of fare change impacts on low income and minority populations. Based on the results of this analysis, Sound Transit has determined that neither option would create a disproportionate impact on low-income riders. Option 2, the route based fare option showed a slight, disparate impact on minority riders.

If Option 2 is selected for implementation, Sound Transit will undertake the following steps to minimize and mitigate these impacts:

- 1) Provide customer information highlighting service alternatives that riders can take to avoid the higher fare – such as ST Link and Metro service between downtown Seattle and the U-District/University of Washington as an alternative to ST Express Route 512;
- 2) Provide targeted outreach to those locations without good service alternatives to try to ensure that all low-income riders (both minority and non-minority) who qualify are enrolled in the ORCA LIFT program and can take advantage of the reduced fare. Routes with the greatest number of impacted riders would be:
  - Route 535 – Lynwood to Bellevue,
  - Route 574 – Lakewood to SeaTac,
  - Route 578 – Puyallup to Seattle.

The full analysis is published in the 2018 ST Express Title VI Analysis Report.

## **PUBLIC INVOLVEMENT**

Public outreach efforts included:

- A public hearing held at Union Station on February 1, 2018;
- Paid advertising of public meetings and opportunities to submit comment in multiple languages in six local print publications and 21 online publications;
- Paid official notice of public meeting in the regional news publications;
- Individual contact with community groups and organizations offering staff presentations;
- Posting on Sound Transit vehicles and facilities or public notices for meetings and opportunities to provide comment; and
- Presentations at two stakeholder meetings.

Written comments received include 1,325 responses to an online survey-based feedback form, 77 attendees at public meetings and stakeholder presentations, 13 email comments or questions and four telephone calls.

Verbal comments received for the public record include three speakers at the public hearing. All public feedback received is detailed in a Fare Proposal Public Comment Report.

Of the total 1,345 formal comments submitted, 1,325 comments relate to the 2018 online survey:

**“I like this option”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	59%	41%
Strongly / Somewhat Disagree	35%	51%
Neutral	6%	8%

**“This option is easy to understand”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	87%	59%
Strongly / Somewhat Disagree	10%	38%
Neutral	3%	3%

**“This fare option would make it easier and faster for people to get on the bus”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	63%	39%
Strongly / Somewhat Disagree	29%	50%
Neutral	8%	11%

**“This fare option is equitable for riders”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	55%	51%
Strongly / Somewhat Disagree	41%	42%
Neutral	4%	7%

**“This fare option is affordable”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	57%	57%
Strongly / Somewhat Disagree	38%	35%
Neutral	5%	8%

## **TIME CONSTRAINTS**

A delay in a Board decision would prevent Sound Transit from implementing any fare change action July 1, 2018, in coordination with King County Metro.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2015-29: (1) Selects an Option to set fare rates for the low income fare category and potentially increase fares on Sounder service, (2) selects an option to set fares rates for low income adult fare category and potentially increase fares on ST Express service, and (3) amends Sound Transit fare rates in Attachment A of Resolution R2014-28 with selected options.

Resolution No. R2014-28: (1) Selects an option to set fare rates for the low income adult fare category, and (2) supersedes the fare rates established in Resolution No. R2007-06, Resolution No. R2010-11, and Resolution No. R2013-24 with the rates established by this action as shown in Attachment A.

Resolution No. R2010-27: Amended Resolution No. R2010-10 Attachment A--Fare Policy to establish "Low Income Adult" as a new Reduced Fare category.

Resolution No. R2013-24: Establish a fare structure for Tacoma Link light rail of \$1.00 for the Adult fare category, \$0.75 for the Youth fare category, and \$0.50 for the Senior/Disabled fare category to be implemented in September 2014; and \$1.50 for the Adult fare category, and \$0.75 for the Youth fare category, \$0.75 for the Senior/Disabled fare category to be implemented in September 2016.

Resolution No. R2010-10: Adopted a Fare Policy and superseded Resolution No. R99-2-2

Resolution No. R2007-06: Implements a change to distance-based fares for Sounder and establishes a Sounder fare increase; updates Resolution No. R99-2-2 Exhibit B to reflect the changes.

## **ENVIRONMENTAL REVIEW**

KH 2/16/18

## **LEGAL REVIEW**

AJP 2/23/18







RESOLUTION NO. R2018-05

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) Adopting new fare rates and fare structure for ST Express bus service, and (2) superseding the fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 with the rates established by this action as shown in Attachment A.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) 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 permanently 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 Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, RCW 81.112.080 grants a regional transit authority the power to establish fares; and

WHEREAS, Sound Transit changes fares for access to transit services in order to cover a portion of Sound Transit's operating expenses as part of the long-term financial plan; and

WHEREAS, Sound Transit is committed to meeting fare revenue requirements to wisely manage public funds in accordance with state law while fulfilling its mission; and

WHEREAS, the Sound Transit Board establishes fare structures and sets corresponding fare rates for light rail, commuter rail and express bus services; and

WHEREAS, Sound Transit works to coordinate fare structures and fare rates with those of regional transit providers within Sound Transit's service area; and

WHEREAS, Regional Fare Forums comprised of elected officials convened in 1997, 2007 and 2016 and recommended policies for regional transit fare integration in the Central Puget Sound region, which guided the development of interlocal agreements establishing a regional fare integration framework to provide seamless fare payment for regional transit customers, 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, in November 2015 through Resolution No. R2015-29, the Sound Transit Board established a fare structure and corresponding fare rates for Sounder commuter rail and ST Express bus services; and

WHEREAS, Sound Transit is committed to providing opportunities for public involvement prior to implementing adjustments to fare structures or rates; and

WHEREAS, Sound Transit is committed to providing opportunities for public involvement and conducting equity analyses of potential impacts to minority and low-income populations before considering fare changes; 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 by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The following rates are established for ST Express bus service:

Effective July 1, 2018, reduce 2-county fares for youth, ORCA LIFT, seniors and disabled riders to 1-county level as follows:

Effective July 1, 2018:

	In-county	Intercounty
Adult	\$ 2.75	\$ 3.75
ORCA LIFT	\$ 1.50	\$ 1.50
Youth	\$ 1.50	\$ 1.50
Senior/Disabled	\$ 1.00	\$ 1.00

Effective July 1, 2020, establish a \$3.25 flat-rate fare for adult riders as follows:

Effective July 1, 2020:

	In-county	Intercounty
Adult	\$ 3.25	\$ 3.25
ORCA LIFT	\$ 1.50	\$ 1.50
Youth	\$ 1.50	\$ 1.50
Senior/Disabled	\$ 1.00	\$ 1.00

Section 2: The fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 are superseded with the rates established by this action as shown in Attachment A.

Section 3: Sound Transit will develop a communications plan for ORCA Lift and other reduced fares by the end of May 2018. The plan will identify the target markets and establish goals, strategies, timelines, and effectiveness measures. Major elements of the plan will be completed in conjunction with implementation of the ST Express Fare change, including progress reporting to the Board and other stakeholders.

Section 4: Sound Transit will analyze current payment methods by mode and determine the financial implications and ridership impact of changing youth fares on all modes from \$0.00 to 1.50 in 25 cent increments. Staff will present the results of the analysis to the Board by the end of June 2018.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 26, 2018.

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John Marchione  
Board Vice Chair

ATTEST:

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Kathryn Flores  
Board Administrator



**RESOLUTION NO. R2018-05**  
**Attachment A: Revised Fare Structures**

Replacing fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29

**ST Express Bus Fares**

Current (as of March 1, 2016):

	In-county	Intercounty
Adult	\$2.75	\$3.75
Low Income Adult	\$1.50	\$2.75
Youth	\$1.50	\$2.75
Senior/Disabled	\$1.00	\$1.75

Effective July 1, 2018:

*(Option 1 or 2 to be selected by the Board)*

*Option 1:*

Adult	\$3.25
Low-Income Adult	\$1.50
Youth	\$1.50
Senior/Disabled	\$1.00

*Option 2:*

	Trips on one-county Routes	Trips on two-county Routes
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	
Youth	\$1.50	
Senior/Disabled	\$1.00	



**Tacoma Link Fares**

**Current (As of April 28, 2016):**

Tacoma Link is currently a fare-free service for customers, per Resolution No. R2016-10. Upon the start of service for the Tacoma Link Extension project, fares will be:

Adult	\$1.50
Low Income Adult	--
Youth	\$0.75
Senior/Disabled	\$0.75

**Souder Commuter Rail Fares**

**Current (As of March 1, 2016):**

*Souder south-Tacoma- Seattle*

<b>Adult</b>	<b>Lakewood</b>	<b>South Tacoma</b>	<b>Tacoma</b>	<b>Puyallup</b>	<b>Sumner</b>	<b>Auburn</b>	<b>Kent</b>	<b>Tukwila</b>	<b>Seattle</b>
Lakewood	\$3.25	\$3.25	\$3.50	\$4.00	\$4.00	\$4.50	\$4.75	\$5.00	\$5.75
South Tacoma	\$3.50	\$3.25	\$3.25	\$3.75	\$4.00	\$4.25	\$4.50	\$5.00	\$5.50
Tacoma	\$4.00	\$3.75	\$3.50	\$3.50	\$3.50	\$4.00	\$4.25	\$4.50	\$5.25
Puyallup	\$4.00	\$4.00	\$3.50	\$3.25	\$3.25	\$3.50	\$4.00	\$4.25	\$4.75
Sumner	\$4.50	\$4.25	\$4.00	\$3.25	\$3.50	\$3.50	\$3.75	\$4.00	\$4.75
Auburn	\$4.75	\$4.50	\$4.25	\$3.50	\$3.75	\$3.25	\$3.25	\$3.75	\$4.25
Kent	\$5.00	\$5.00	\$4.50	\$4.00	\$4.00	\$3.75	\$3.25	\$3.25	\$4.00
Tukwila	\$5.75	\$5.50	\$5.25	\$4.75	\$4.75	\$4.25	\$4.00	\$3.75	\$3.75
Seattle									



<b>Youth and Low-Income Adult</b>	<b>Lakewood</b>	<b>South Tacoma</b>	<b>Tacoma</b>	<b>Puyallup</b>	<b>Sumner</b>	<b>Auburn</b>	<b>Kent</b>	<b>Tukwila</b>	<b>Seattle</b>
Lakewood		\$2.50	\$2.75	\$3.00	\$3.00	\$3.50	\$3.50	\$3.75	\$4.25
South Tacoma	\$2.50		\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	\$3.75	\$4.25
Tacoma	\$2.75	\$2.50		\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	\$4.00
Puyallup	\$3.00	\$2.75	\$2.75		\$2.50	\$2.75	\$3.00	\$3.25	\$3.50
Sumner	\$3.00	\$3.00	\$2.75	\$2.50		\$2.75	\$2.75	\$3.00	\$3.50
Auburn	\$3.50	\$3.25	\$3.00	\$2.75	\$2.75		\$2.50	\$2.75	\$3.25
Kent	\$3.50	\$3.50	\$3.25	\$3.00	\$2.75	\$2.50		\$2.50	\$3.00
Tukwila	\$3.75	\$3.75	\$3.50	\$3.25	\$3.00	\$2.75	\$2.50		\$2.75
Seattle	\$4.25	\$4.25	\$4.00	\$3.50	\$3.50	\$3.25	\$3.00	\$2.75	

<b>Reduced Fare</b>	<b>Lakewood</b>	<b>South Tacoma</b>	<b>Tacoma</b>	<b>Puyallup</b>	<b>Sumner</b>	<b>Auburn</b>	<b>Kent</b>	<b>Tukwila</b>	<b>Seattle</b>
Lakewood		\$1.50	\$1.75	\$2.00	\$2.00	\$2.25	\$2.50	\$2.50	\$2.75
South Tacoma	\$1.50		\$1.50	\$1.75	\$2.00	\$2.00	\$2.50	\$2.50	\$2.75
Tacoma	\$1.75	\$1.50		\$1.75	\$1.75	\$2.00	\$2.00	\$2.25	\$2.50
Puyallup	\$2.00	\$1.75	\$1.75		\$1.50	\$1.75	\$1.75	\$2.00	\$2.25
Sumner	\$2.00	\$2.00	\$1.75	\$1.50		\$1.75	\$1.50	\$2.00	\$2.25
Auburn	\$2.25	\$2.00	\$2.00	\$1.75	\$1.75		\$1.50	\$1.75	\$2.00
Kent	\$2.25	\$2.25	\$2.00	\$2.00	\$1.75	\$1.50		\$1.50	\$2.00
Tukwila	\$2.50	\$2.50	\$2.25	\$2.00	\$2.00	\$1.75	\$1.50		\$1.75
Seattle	\$2.75	\$2.75	\$2.50	\$2.50	\$2.25	\$2.00	\$2.00	\$1.75	

Adult fares calculated as \$3.05 base fare plus \$0.055 per mile, rounded to quarters for consistency.



**Sounder North-Everett- Seattle**

<b>Adult</b>	Everett	Mukilteo	Edmonds	Seattle
Everett	\$3.25	\$4.00	\$4.00	\$5.00
Mukilteo	\$3.25	\$3.75	\$3.75	\$4.50
Edmonds	\$4.00	\$3.75	\$4.00	\$4.00
Seattle	\$5.00	\$4.50	\$4.00	

**Youth and Low-Income Adult**

	Everett	Mukilteo	Edmonds	Seattle
Everett	\$2.50	\$3.00	\$3.00	\$3.75
Mukilteo	\$3.00	\$2.75	\$2.75	\$3.50
Edmonds	\$3.75	\$3.50	\$3.00	\$3.00
Seattle				

**Reduced Fare**

	Everett	Mukilteo	Edmonds	Seattle
Everett	\$1.50	\$2.00	\$2.00	\$2.50
Mukilteo	\$2.00	\$1.75	\$1.75	\$2.25
Edmonds	\$2.50	\$2.25	\$2.00	\$2.00
Seattle				





## Link Light Rail Fares

Current (as of March 1, 2015):

	UW Adult	Capitol Hill Adult	Westlake Adult	University St Adult	Pioneer Sq Adult	Int'l Dist Adult	Stadium Adult	SODO Adult	Beacon Hill Adult	Mt. Baker Adult	Columbia City Adult	Othello Adult	Rainier Beach Adult	Tukwila Int'l Adult	SeaTac/Airport Adult	Angle Lake Adult
UW	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Capitol Hill	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Westlake	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
University St	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Pioneer Sq	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Int'l Dist	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Stadium	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
SODO	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Beacon Hill	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Mt. Baker	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Columbia City	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Othello	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Rainier Beach	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Tukwila Int'l	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25
SeaTac/Airport	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.25	\$ 2.25	\$ 2.25
Angle Lake	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25	\$ 2.25

Low Income Adult: All one way low income adult fares are \$1.50

Youth: All one way youth fares are \$1.50

Senior / Disabled: All one way reduced Link fares are \$1.00

Adult fares calculated as \$2.25 base fare plus \$0.05 per mile, rounded to quarters for consistency.