

RESOLUTION NO. R2014-28
Establishing a Low Income Discount Fare

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration	11/06/2014	Recommendation to the Board	Ric Ilgenfritz, Executive Director, PEPD Brian Brooke, Research, Policy and Business Development Manager
Board	11/20/2014	Final Action	Sunnie Sterling, Revenue Reporting Manager

PROPOSED ACTION

(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.

KEY FEATURES

- This action presents four options to the Sound Transit Board regarding implementation of a low income fare for adults:
 - Option 1: No change at this time for a low income fare;
 - Option 2: Implement low income fare on Link light rail only;
 - Option 3: Implement low income fare on Link light rail and in-county ST Express bus service;
 - Option 4: Implement low income fare on all Link light rail, ST Express bus and Sounder service.
- In a separate action, Resolution No. R2014-27, the Board will consider amending the Fare Policy to establish a new fare category of “Low Income Adult”, defined as an eligible participant in the Kitsap Transit Low Income Pass program, the King County Metro low income fare program, or other equivalent low-income transit discount fare programs implemented by ORCA partner agencies, which utilize the “Low Income” fare category functionality in the ORCA or other regional fare collection systems.
- Depending upon the option selected by the Board, this action would establish fare rates for the Low Income Adult fare category, which would be priced at a discount level equivalent to that for the Sound Transit Youth fare category.
- If Option 2, Option 3, or Option 4 is implemented, then this action would also increase fares by \$0.25 for all other riders, including non-low income adults, seniors, persons with disabilities and youth to help fund the new low income fare and to remain consistent with King County Metro’s fare rates.
- The Board previously set fares for Link and ST Express through Resolution No. R2010-11, fares for Sounder through Resolution No. R2007-06, and Tacoma Link through Resolution No. R2014-24. This action would supersede the fare rates set in those actions with the rates established through this action and shown in Attachment A.
- Any fare change (Options 2, 3 or 4) would incur one-time costs of under \$50,000 for updating signage and customer materials. Option 4 would also incur ongoing operations costs, estimated at up to \$145,000 per year.

BACKGROUND

In March 2015 King County Metro Transit will implement a new discount fare category for low income adult riders, defined as people whose annual household income is at or below 200% of the

federal poverty level. Customers who demonstrate eligibility to King County or authorized program partners will be provided with a specially-encoded ORCA card which allows the cardholder to pay the rate of fare established for low income adult riders. Kitsap Transit also has an existing program for certifying eligibility and distributing low income ORCA cards to qualifying customers.

Participants in the King County Metro low income fare program will pay the same discounted rate of fare as that charged to Youth riders when paying fare with a King County or Kitsap Transit-issued Low Income card. In addition, King County Metro will concurrently raise the fares for all other rider categories, including non-low income adult, seniors, persons with disabilities and youth by \$0.25.

This King County Metro fare change will move the fare structures between King County Metro and Sound Transit out of sync, as fares are currently equivalent between the two agencies within King County for most local bus, Express bus and Link light rail base fare payments. Were Sound Transit to adopt an equivalent low income adult fare and an equivalent \$0.25 general fare increase, the fare structures would remain largely in sync. Given the significant overlap in markets and ridership between King County Metro and Sound Transit (particularly on Link light rail), coordinated fare levels tend to create more consistency and convenience for riders within King County.

A timeline of previous Sound Transit fare changes is provided as background in Attachment B.

FARE CHANGE OPTIONS

Option 1: No change at this time - Defer consideration of implementation of a low income fare until Sound Transit’s next regular financial policy-driven fare increase (projected to be needed by 2017 on Link light rail and/or Sounder; none forecast in near future for ST Express)

Option 2: Link light rail only (staff-recommended option) - Implement discount for low-income adults and general fare increase for other rider categories on Link light rail only, beginning in March 2015

Link fare category	Current fare	Proposed fare
Adult	\$2.00 - \$2.75	\$2.25 - \$3.00
Low-income adult	\$2.00 - \$2.75	\$1.50
Youth	\$1.25	\$1.50
Senior/disabled	\$0.75	\$1.00

- Projected net revenue impact: increase of roughly \$212k per year
- Projected net ridership impact: decrease of roughly 79k boardings per year
- Projected cost to implement and operate: negligible (relies on King County Metro program)
- Option 2 is the staff-recommended option for implementation in March 2015.

Option 3: Link light rail and in-county ST Express bus service (targeting ST Express trips within King County)

Implements Link fare change outlined in Option 2, plus:

ST Express in-county fare category	Current fare	Proposed fare
Adult	\$2.50	\$2.75
Low-income adult	\$2.50	\$1.50
Youth	\$1.25	\$1.50
Senior/disabled	\$0.75	\$1.00

- Projected total net revenue impact: decrease of roughly \$265k per year
- Projected total net ridership impact: increase of roughly 35k boardings per year
- Projected cost to implement and operate: negligible (relies on King County Metro program)
- Complication: fare change would also impact in-county ST Express riders in Snohomish and Pierce Counties (less than 2% of all ST Express in-county ridership)

Option 4: All Link light rail, ST Express bus and Sounder service

Implements fare changes outlined in Option 2 and Option 3, plus:

ST Express multi-county fare category	Current fare	Proposed fare
Adult	\$3.50	\$3.75
Low-income adult	\$3.50	\$2.75
Youth	\$2.50	\$2.75
Senior/disabled	\$1.50	\$1.75

and:

Sounder fare category	Current fare	Proposed fare
Adult	\$2.75 - \$5.25	\$3.00 - \$5.50
Low-income adult	\$2.75 - \$5.25	\$2.25 - \$4.00
Youth	\$2.00 - \$3.75	\$2.25 - \$4.00
Senior/disabled	\$1.25 - \$2.50	\$1.50 - \$2.75

- Projected total net revenue impact: increase of roughly \$125k per year
- Projected total net ridership impact: decrease of roughly 21k boardings per year
- Projected cost to implement and operate: **up to \$145,000 per year** (relies on King County Metro program in King County, but would require Sound Transit provision of eligibility certification and card distribution functions in Snohomish and Pierce Counties)
- Because this option would apply to all Sound Transit services, the Low Income fare category would be assumed to apply to Tacoma Link at the equivalent of Youth rates when Sound Transit begins charging passenger fares for that service.

FEDERAL TITLE VI IMPACTS

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 implementation of a low income fare program would not have a disparate impact on minority populations and would not create a disproportionate burden on low income riders for Sound Transit’s service area in aggregate, and so would not require any additional steps to minimize or mitigate such negative impacts.

However, because the proposed fare change specifically targets low income adult riders and raises fares for all other riders – including non-low income adults as well as seniors, persons with disabilities and youth regardless of income level, it does not universally benefit all low income riders.

The full analysis is published in the *Low Income Fare Title VI Analysis Report*.

FISCAL IMPACT

Due to the offsetting nature of the discounts for some riders with the fare increase for other riders, the net change in total fare revenue is negligible. The projected range of the annual net impact is from negative \$265,000 to positive \$212,000. This represents less than one-half of one-percent of Sound Transit's \$60 million annual fare revenue, and is arguably within the bounds of error of the modeled financial projections. The projected annual net fare revenue impact is essentially zero.

Program costs would be under \$50,000 in one-time signage and customer information changes for those fare change options which affect only service with King County or in-county express bus service. Sound Transit would incur no additional expenses for program administration or provision of program eligibility certification or card distribution services to low income customers, as those services are already being provided by King County Metro.

However, *Option 4*, which implements the fare changes on all ST services including multi-county ST Express service and Sounder service in all three counties, would incur additional costs for Sound Transit to ensure that program eligibility and card distribution services were made available to low income customers in Snohomish and Pierce Counties, as the programmatic efforts in King and Kitsap Counties would not be equally available to those customers. Based on the estimated budget for the King County Metro program prorated for the number of affected riders who would be affected by the Sound Transit program but not have convenient access to the program eligibility and card distribution services in King County, this program would cost Sound Transit up to \$145,000 per year to provide those services in Snohomish and Pierce Counties. This estimated annual expense applies only to Option 4, not to Options 1, 2 or 3.

SMALL BUSINESS/DBE PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Public outreach efforts to inform the community of the proposed fare change options and to solicit feedback from stakeholders and the public were extensive, including:

- Five public open houses in all five Sound Transit subareas;
- A public hearing at Union Station in Seattle;
- Paid advertising of public meetings and opportunities to submit comment in multiple languages in seven local print publications and 17 online publications;
- Paid official notices of public meetings in regional news publications;
- Individual contact with community groups and organizations offering staff presentations;
- Posting on Sound Transit vehicles and facilities of public notices for meetings and opportunities to provide comment;
- Presentations at three meetings of stakeholder groups, including two with translation services;
- A presentation to the Citizens' Accessibility Advisory Committee.

Written comments received include 701 responses to an online and paper survey-based feedback form, 42 attendees at public meetings and stakeholder presentations, 14 email comments and eight telephone calls.

Verbal comments received for the public record include 11 speakers at the public hearing. Of the total 701 formal comments submitted:

When asked if they agree or disagree with the statement “Sound Transit should implement a discount fare for low-income adult riders”:

- 30.5% strongly agree
- 18.7% somewhat agree
- 9.5% are neutral or have no opinion
- 13.8% somewhat disagree
- 27.5% strongly disagree

When asked if general fares should be raised to offset the revenue loss from a low-income discount:

- 13.9% strongly agree
- 16% somewhat agree
- 9.7% are neutral or have no opinion
- 14.5% somewhat disagree
- 45% strongly disagree

When asked on what services a low income discount plus general fare increase should be implemented:

- 36.5% respond “none”
- 7.2% respond “Link light rail”
- 11.2% respond “Link light rail and ST Express in King County”
- 45.1% respond “all Sound Transit services”

All public feedback received is detailed in the *Low Income Fare Public Outreach Report*.

TIME CONSTRAINTS

A delay in a Board decision would prevent Sound Transit from implementing any fare change action in March 2015, in coordination with King County Metro transit.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2010-10: Adopted a Fare Policy and superseded Resolution No. R99-2-2, Resolution No. R2005-05, Resolution No. R2007-06, and Motion No. M2004-53.

ENVIRONMENTAL REVIEW

JI 10/27/2014

LEGAL REVIEW

RM 10/31/2



RESOLUTION NO. R2014-28

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) selecting an option to set fare rates for the low income adult fare category, and (2) superseding 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.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 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 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, RCW 81.112.080 grants a regional transit authority the power to establish fares; and

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

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

WHEREAS, in March 2007 through Resolution No. R2007-06, the Sound Transit Board established a fare structure and corresponding fare rates for Sounder commuter rail services; and

WHEREAS, in April 2010 through Resolution No. R2010-11, the Sound Transit Board established a fare structure and corresponding fare rates for ST Express bus and Link light rail services; and

WHEREAS, in September 2013 through Resolution No. R2013-24, the Sound Transit Board established a fare structure and corresponding fare rates for Tacoma Link; and

WHEREAS, staff conducted an analysis of various fare structures and evaluated them in terms of the pricing level required to generate revenues that exceed the cost of fare collection and enforcement; and

WHEREAS, in March 2015 King County Metro Transit will implement a new discount fare category for low income adult riders, defined as people whose annual household income is at or below 200% of the federal poverty level; and

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

WHEREAS, Resolution No. R2014-27 establishes "Low Income Adult" as a Reduced Fare category in Sound Transit's Fare Policy; and

WHEREAS, this action would establish fare rates for the Low Income Adult fare category; and

WHEREAS, depending on the option selected by the Board, a general fare increase may also take effect to remain consistent with fare rates set by King County Metro; 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, Sound Transit is committed to providing opportunities for public involvement prior to implement adjustments to fare structures or rates; 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 (1) that the option listed below is selected to set fare rates for the low income adult fare category, and (2) that the fare rates established in Resolution No. R2007-06, Resolution No. R2010-11, and Resolution No. R2013-24 are superseded with the rates established by this action as shown in Attachment A.

Option 2: Implement low income fare on Link light rail only; and increase fares by \$0.25 for all other riders on Link light rail only, including non-low income adults, seniors, persons with disabilities and youth to help fund the new low income fare and to remain consistent with King County Metro's fare rates.

ADOPTED by a the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 20, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator



**Resolution No. R2014-28
Attachment A: Revised Fare Structures**

Replacing fare rates established in Resolution No. R2007-06, Resolution No. R2010-11, and Resolution No. R2013-24

Souder Commuter Rail Fares

	Everett			Mukilteo			Edmonds			Seattle		
	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis
Everett				\$2.75	\$2.00	\$ 1.25	\$3.50	\$2.50	\$1.75	\$ 4.50	\$3.25	\$2.25
Mukilteo	\$2.75	\$ 2.00	\$1.25				\$3.25	\$2.25	\$1.50	\$ 4.00	\$3.00	\$2.00
Edmonds	\$3.50	\$ 2.50	\$1.75	\$3.25	\$2.25	\$ 1.50				\$ 3.50	\$2.50	\$1.75
Seattle	\$4.50	\$ 3.25	\$2.25	\$4.00	\$3.00	\$ 2.00	\$3.50	\$2.50	\$1.75			

	Seattle			Tukwila			Kent			Auburn			Sumner			Puyallup			Tacoma			South Tacoma			Lakewood		
	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis	Adult	Youth	Sr/Dis
Seattle				\$3.25	\$2.25	\$ 1.50	\$3.50	\$2.50	\$1.75	\$ 3.75	\$2.75	\$1.75	\$4.25	\$ 3.00	\$2.00	\$4.25	\$3.00	\$ 2.00	\$4.75	\$3.50	\$2.25	\$ 5.00	\$3.75	\$2.50	\$5.25	\$ 3.75	\$2.50
Tukwila	\$3.25	\$ 2.25	\$1.50				\$2.75	\$2.00	\$1.25	\$ 3.25	\$2.25	\$1.50	\$3.50	\$ 2.50	\$1.75	\$3.75	\$2.75	\$ 1.75	\$4.00	\$3.00	\$2.00	\$ 4.50	\$3.25	\$2.25	\$4.50	\$ 3.25	\$2.25
Kent	\$3.50	\$ 2.50	\$1.75	\$2.75	\$2.00	\$ 1.25				\$ 2.75	\$2.00	\$1.25	\$3.25	\$ 2.25	\$1.50	\$3.50	\$2.50	\$ 1.75	\$3.75	\$2.75	\$1.75	\$ 4.00	\$3.00	\$2.00	\$4.25	\$ 3.00	\$2.00
Auburn	\$3.75	\$ 2.75	\$1.75	\$3.25	\$2.25	\$ 1.50	\$2.75	\$2.00	\$1.25				\$3.00	\$ 2.25	\$1.50	\$3.00	\$2.25	\$ 1.50	\$3.50	\$2.50	\$1.75	\$ 3.75	\$2.75	\$1.75	\$4.00	\$ 3.00	\$2.00
Sumner	\$4.25	\$ 3.00	\$2.00	\$3.50	\$2.50	\$ 1.75	\$3.25	\$2.25	\$1.50	\$ 3.00	\$2.25	\$1.50				\$2.75	\$2.00	\$ 1.25	\$3.00	\$2.25	\$1.50	\$ 3.50	\$2.50	\$1.75	\$3.50	\$ 2.50	\$1.75
Puyallup	\$4.25	\$ 3.00	\$2.00	\$3.75	\$2.75	\$ 1.75	\$3.50	\$2.50	\$1.75	\$ 3.00	\$2.25	\$1.50	\$2.75	\$ 2.00	\$1.25				\$3.00	\$2.25	\$1.50	\$ 3.25	\$2.25	\$1.50	\$3.50	\$ 2.50	\$1.75
Tacoma	\$4.75	\$ 3.50	\$2.25	\$4.00	\$3.00	\$ 2.00	\$3.75	\$2.75	\$1.75	\$ 3.50	\$2.50	\$1.75	\$3.00	\$ 2.25	\$1.50	\$3.00	\$2.25	\$ 1.50				\$ 2.75	\$2.00	\$1.25	\$3.00	\$ 2.25	\$1.50
S. Tacoma	\$5.00	\$ 3.75	\$2.50	\$4.50	\$3.25	\$ 2.25	\$4.00	\$3.00	\$2.00	\$ 3.75	\$2.75	\$1.75	\$3.50	\$ 2.50	\$1.75	\$3.25	\$2.25	\$ 1.50	\$2.75	\$2.00	\$1.25				\$2.75	\$ 2.00	\$1.25
Lakewood	\$5.25	\$ 3.75	\$2.50	\$4.50	\$3.25	\$ 2.25	\$4.25	\$3.00	\$2.00	\$ 4.00	\$3.00	\$2.00	\$3.50	\$ 2.50	\$1.75	\$3.50	\$2.50	\$ 1.75	\$3.00	\$2.25	\$1.50	\$ 2.75	\$2.00	\$1.25			

ST Express Bus Fares

	In-county	Intercounty
Adult	\$2.50	\$3.50
Youth	\$1.25	\$2.50
Senior/Disabled	\$0.75	\$1.50

Tacoma Link Fares

Effective September 2016 per Resolution No. R2013-24:

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

Link Light Rail Fares

Current:

	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
Westlake		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.75	\$ 2.75
University St	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.75	\$ 2.75
Pioneer Sq	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.75	\$ 2.75
Int'l Dist	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.75	\$ 2.75
Stadium	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.75
SODO	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50
Beacon Hill	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50
Mt. Baker	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.50	\$ 2.50
Columbia City	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.00	\$ 2.25	\$ 2.50
Othello	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.00	\$ 2.00		\$ 2.00	\$ 2.25	\$ 2.50
Rainier Beach	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.00	\$ 2.00		\$ 2.25	\$ 2.25
Tukwila Int'l	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.00
SeaTac/Airport	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.00	

Youth: All one way youth fares are \$1.25

Senior / Disabled: All one way reduced Link fares are \$0.75

Effective March 1, 2015:

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

Attachment B: Timeline of Sound Transit fare changes

	R99-2	M2004-54	R2005-05	R2007-06	R2009-01	R2010-11 ⁴	R2010-22 ⁵	R2012-33	Sounder Extension ⁶	R2013-24 ⁷	M2014-36 ⁸
Sounder											
Adult	\$2.00 - \$4.00	\$2.00 - \$4.00	\$2.00 - \$4.00	\$2.75 - \$4.75	\$2.75 - \$4.75	\$2.75 - \$4.75	\$2.75 - \$4.75	\$2.75 - \$4.75	\$2.75 - \$5.25	\$2.75 - \$5.25	\$2.75 - \$5.25
Youth	\$1.50 - \$3.00	\$1.50 - \$3.00	\$1.50 - \$3.00	\$2.00 - \$3.50	\$2.00 - \$3.50	\$2.00 - \$3.50	\$2.00 - \$3.50	\$2.00 - \$3.50	\$2.00 - \$3.75	\$2.00 - \$3.75	\$2.00 - \$3.75
Reduced	\$1.00 - \$2.00	\$1.00 - \$2.00	\$1.00 - \$2.00	\$1.25 - \$2.25	\$1.25 - \$2.25	\$1.25 - \$2.25	\$1.25 - \$2.25	\$1.25 - \$2.25	\$1.25 - \$2.50	\$1.25 - \$2.50	\$1.25 - \$2.50
ST Express											
Adult	\$1.25 - \$2.50 ²	\$1.25 - \$2.50 ³	\$1.50 - \$3.00	\$1.50 - \$3.00	\$1.50 - \$3.00	\$2.00 - \$3.00	\$2.50 - \$3.50	\$2.50 - \$3.50	\$2.50 - \$3.50	\$2.50 - \$3.50	\$2.50 - \$3.50
Youth	\$0.75 - \$2.00 ²	\$0.75 - \$2.00 ³	\$1.00 - \$2.50	\$1.00 - \$2.50	\$1.00 - \$2.50	\$1.00 - \$2.50	\$1.25 - \$2.50	\$1.25 - \$2.50	\$1.25 - \$2.50	\$1.25 - \$2.50	\$1.25 - \$2.50
Reduced	\$0.50 - \$1.25 ²	\$0.50 - \$1.25 ³	\$0.50 - \$1.50	\$0.50 - \$1.50	\$0.50 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50
RFA ¹	free	free	free	free	free	free	free	n/a	n/a	n/a	n/a
Link											
Adult	n/a	n/a	n/a	n/a	\$1.75 - \$2.50	\$1.75 - \$2.50	\$2.00 - \$2.75	\$2.00 - \$2.75	\$2.00 - \$2.75	\$2.00 - \$2.75	\$2.00 - \$2.75
Youth	n/a	n/a	n/a	n/a	\$1.25 - \$2.00	\$1.25 - \$2.00	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25
Reduced	n/a	n/a	n/a	n/a	\$0.75 - \$1.25	\$0.75 - \$1.25	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
Tacoma Link											
Adult	n/a	free	free	free	free	free	free	free	free	\$1.00/\$1.50*	free**
Youth	n/a	free	free	free	free	free	free	free	free	\$0.75/\$0.75*	free**
Reduced	n/a	free	free	free	free	free	free	free	free	\$0.50/\$0.75*	free**

¹ downtown Seattle Ride Free Area, Mondays-Fridays, 6am-7pm

² excluding route 550 (which retained King County Metro's fare structure)

³ including route 550 (which switched to the ST Express fare structure with M2004-54)

⁴ first phase of R2010-11 effective June, 2010, with increase shown in 2010-22 scheduled for June, 2011

⁵ accelerated timing of second phase of R2010-11 to January, 2010

⁶ Lakewood and South Tacoma Sounder stations opened at end of 2012, activating higher fares authorized under R2007-06

⁷ Tacoma Link fare implementation effective September 2014, with increase shown in R2014-36 scheduled September 2016

⁸ Agreement to accept third-party funding in lieu of fare collection on Tacoma Link from 2014-2016, with fare implementation in September 2016

*Resolution No. R2013-24 established fares of \$1.00/\$0.75/\$0.50 effective September 2014 and \$1.50/\$0.75/\$0.75 effective September 2016

**Motion No. M2014-36 allowed Tacoma Link service to operate fare-free until September 2016