

New Link Fares and Fare Structure

Community Oversight Panel

12/13/2023



Why we are here

- Share a summary of 2023/2024 activities related to fares and parking.
- Summarize rationale for a fare rate and structure change, results for public and passenger engagement, and staff recommendations for Board decision-making in December.
- Review next steps following potential Board action later this month.

Where we're going

Toward a comprehensive fares strategy

Upcoming needed Board actions

- ✓ Adopt an equitable and accountable fare compliance policy and expand reduced fare programs.
- ✓ Establish fare rates where none currently exist.
 - ✓ T Line
- ❑ Consider adjusting existing fare structures, fare levels (including parking fees), and categories to meet established targets.
- ❑ Review and consider modifying revenue and farebox recovery targets.

Understanding the fare revenue equation



Areas of focus in 2023

Major policy topics

- Fare policy – originally adopted in 2010 with a minor update in 2014 (Resolution No. [R2014-27](#))
 - ☐ Link fare structure and rate.
 - ☐ Farebox recovery targets.
- Parking management program – last Board action in 2018 to allow priced monthly parking permits (Resolution No. [R2018-27](#))
 - ☐ Expanded program with daily paid parking.

Fares guiding framework

We serve passengers with a fare structure that is regionally integrated to encourage transit ridership through equitable and simple pricing, and financial stewardship.

Overall activities this year

Board and external engagement

March: kicked off fare change process at Executive & REO Committees.

Aug: previewed public and passenger engagement on Link fare structures & parking.

Nov: reviewed engagement findings and presented an initial staff recommendation on Link fare structure.

April/May: provided briefings with initial analysis on fare structures to Executive & REO Committees and received direction to consider a flat fare structure on Link.

Sept/Oct: conducted public and passenger engagement on changes Link fare structure and rates and parking program expansion.

Dec: REO and Board action to change fare structure and set new fare rates on Link light rail.

Link fare change overview

Link fare change

Existing fare structure and rate

Mode	Fare structure	Adult fares	Notes
1 Line	Distance-based	\$2.25-\$3.50	Base fare of \$2.25 + \$0.05 per mile charge (rounded to nearest \$0.25)

Rationale for a fare change now

- Our last fare change on Link occurred in 2015.
- An expanding system results in a larger distance-based fare table and more fare rates.
- We heard interest from Board members to explore a flat fare structure.

Fare structure

Existing fares across the Sound Transit district

ST Service	Adult fares
1 Line	\$2.25-\$3.50
T Line	\$2.00
Sounder	\$3.25-\$5.75
ST Express	\$3.25

Partner Agency	Adult fares
King County Metro Bus	\$2.75
Community Transit	\$2.50/\$4.25
Pierce Transit	\$2.00
Everett Transit	\$2.00
Seattle Streetcar	\$2.25
Seattle Center Monorail	\$3.50
Washington State Ferries	\$6.25-\$9.45

Fare structure

Current Link fare table for adult fares

Station	Angle Lake	Airport - SeaTac	Tukwila International Blvd	Rainier Beach	Othello	Columbia City	Mount Baker	Beacon Hill	SODO	Stadium	International District	Pioneer Square	University Street	Westlake	Capitol Hill	University of Washington	U District	Roosevelt	Northgate
Angle Lake		\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50
Airport - SeaTac	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50
Tukwila International Blvd	\$ 2.50	\$ 2.25		\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25
Rainier Beach	\$ 2.75	\$ 2.50	\$ 2.50		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00
Othello	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00
Columbia City	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00
Mount Baker	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75
Beacon Hill	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75
SODO	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75
Stadium	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75
International District	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75
Pioneer Square	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75
University Street	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75
Westlake	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75
Capitol Hill	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50
University of Washington	\$ 3.25	\$ 3.25	\$ 3.00	\$ 2.75	\$ 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	\$ 2.50
U District	\$ 3.25	\$ 3.25	\$ 3.25	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.50
Roosevelt	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25		\$ 2.25
Northgate	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	

Link fare table for adult fares after ST2 projects open

- If no changes to current fare structure/rates, fares would range from \$2.25-\$4.25.

[illegible]

How does Link compare to peer transit agencies with light rail?

Agency	Fare structure	Adult fares	Income-qualifying reduced fares?	Fare capping?
Sound Transit	Distance-based fare	\$2.25-\$3.50	Yes	No
Tri-Met* (Portland)	Flat fare	\$2.50 → \$2.80	Yes	Yes
MTS (San Diego)	Flat fare	\$2.50	No	Yes
UTA (Salt Lake City)	Flat fare	\$2.50	Yes	No

How does Link compare to peer transit agencies with light rail?

Agency	Fare structure	Adult fares	Income-qualifying reduced fares?	Fare capping?
Sound Transit	Distance-based fare	\$2.25-\$3.50	Yes	No
DART^ (Dallas)	Flat fare with peak surcharge	\$2.00/\$3.00	No	No
Metro Transit (Minneapolis)	Flat fare with peak surcharge	\$2.00/\$2.50	No	No
RTD* (Denver)	Zone-based fare Flat fare with airport surcharge	\$3.00/\$5.25/\$10.50 \$2.75/\$10.00	Yes	No

Fare structure

Distance-based fare considerations

- Fares depend on how far a passenger travels.
- Distance-based fares require passengers to tap on and tap off.
- If passengers don't tap off, they are charged the highest fare from their originating station.

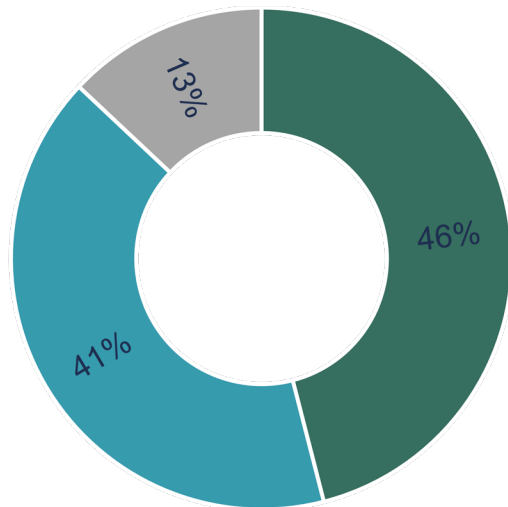
Flat fare considerations

- One fare for all rides – simpler to understand and budget for.
- Flat fares require passengers to only tap on.
- Simplified fare structure allows for easier potential transition to fare capping.

Link fares by passenger type (2022)

More than half of passengers don't need to think about distance-based fares

- Passengers who have a reduced fare (13%) or an employer-provided ORCA card (41%) accounted for **54% of Link fare boardings in 2022**.
- **46% of Link boardings pay the adult fare**, whether using an ORCA e-purse, pass products, or via ticket vending machines.



■ Reduced fares ■ Employer-provided ORCA ■ Adult fares

***Link fare change:
initial engagement results***

Link fare structure & rates*

Focus of engagement

- Should we maintain a distance-based fare or adopt a flat fare?

	Distance-based fare	Flat fare
Fare rates under consideration	Increase base fare by \$0.25 or \$0.50	\$3.00, \$3.25, or \$3.50

- Seeking input related to simplicity, affordability, and impact on someone's use of light rail based on a change to Link fare structure.
- No changes being proposed to other fare categories like low-income fare, senior/disabled fares, or youth fares.

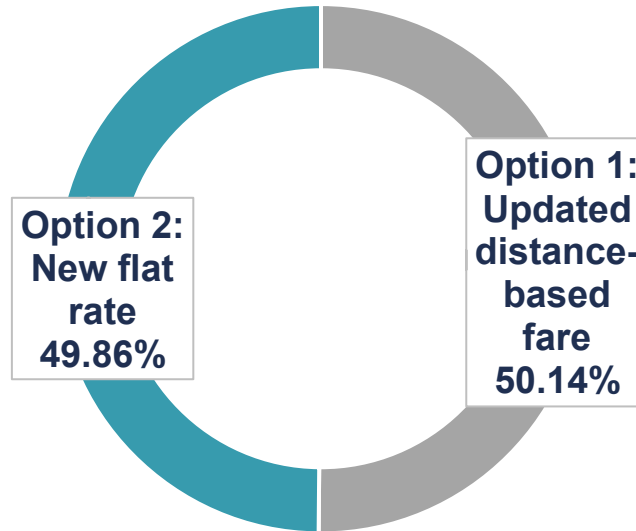
Engagement activities & schedule

Timing & tactics

- Engagement period began on September 25 and ran through October 22.
- Key tactics included an online open house, a passenger survey, engagement with community-based organizations, targeted focus groups, and street teams to drive survey participation.
- Engagement efforts targeted areas and populations likely to be most impacted by a Link fare change, parking program expansion, or both.

Link fare structure preferences

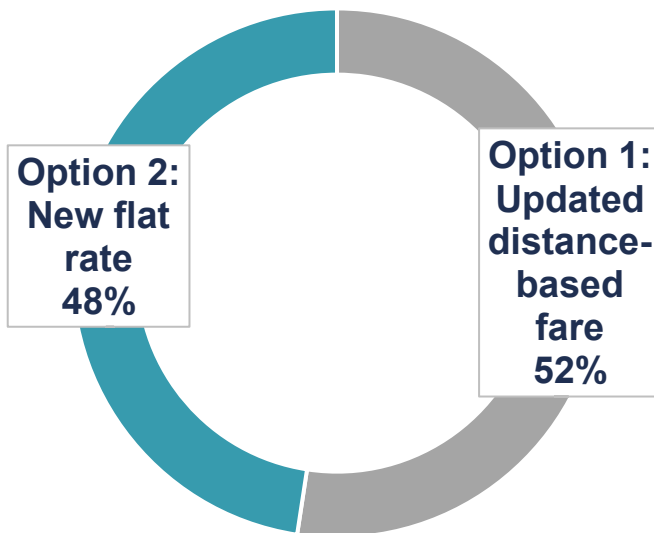
Which fare structure option do passengers and the public prefer?



Overall breakdown | 3,841 respondents

Link fare structure preferences

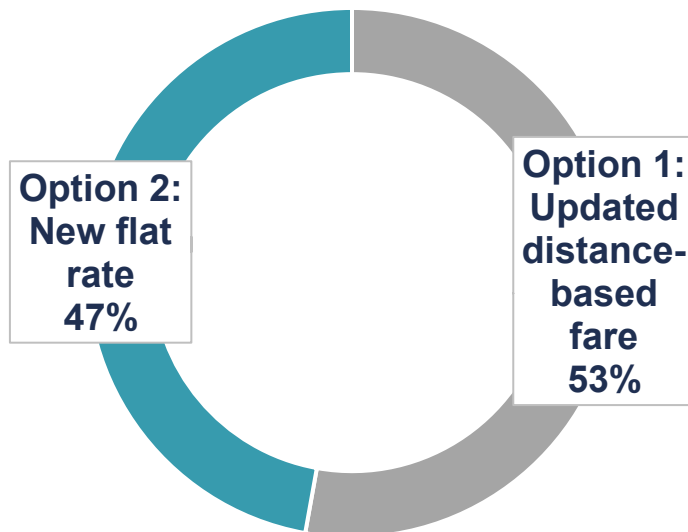
Which fare structure option do passengers and the public prefer?



Full-fare passengers | 2,261 respondents

Link fare structure preferences

Which fare structure option do passengers and the public prefer?

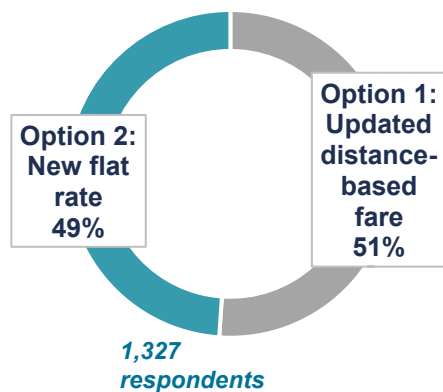


Frequent passengers | 2,296 respondents

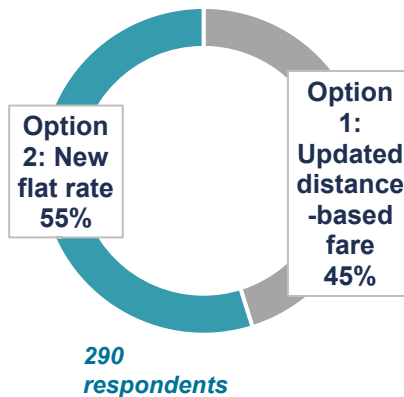
Link fare structure preferences

Which fare structure option do passengers and the public prefer?

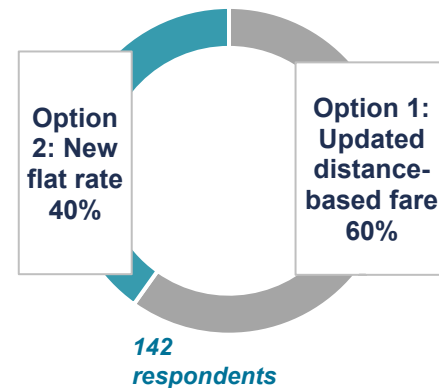
King County



Snohomish County



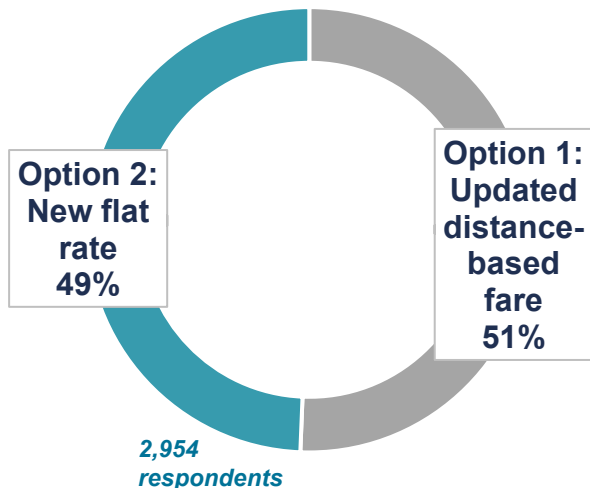
Pierce County



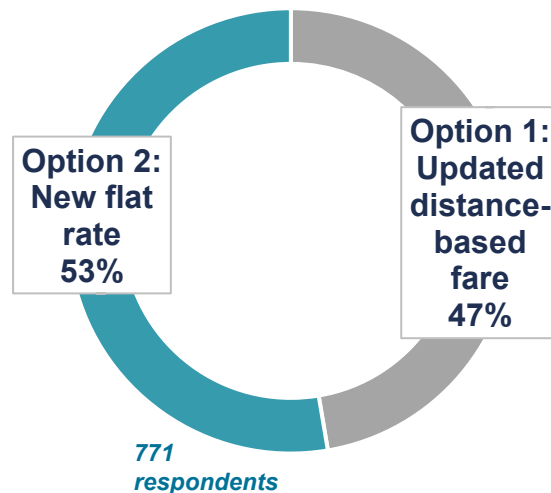
Link fare structure preferences

Which fare structure option do passengers and the public prefer?

**Passengers using
existing stations**



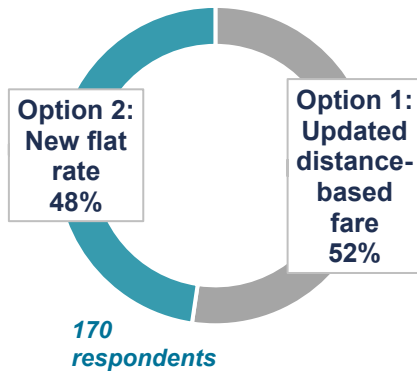
**Passengers planning
to use ST2 stations**



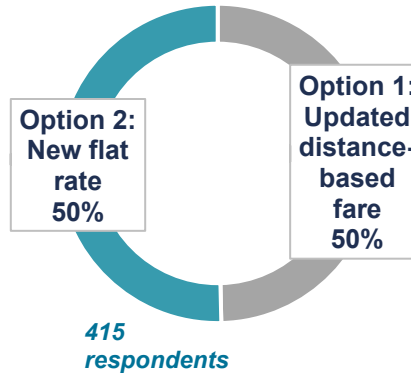
Link fare structure preferences

Which fare structure option do passengers and the public prefer?

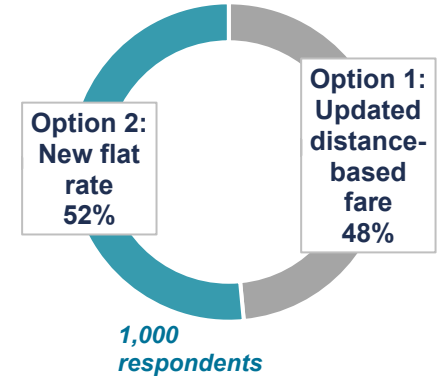
Those earning
less than \$50,000



Those earning
between \$50,000
and \$99,000



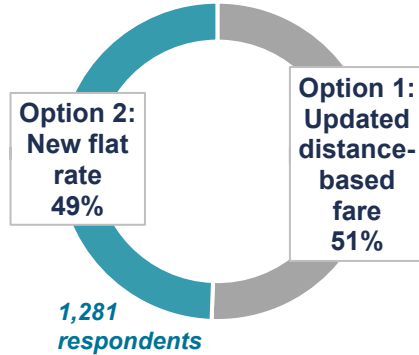
Those earning
more than
\$100,000



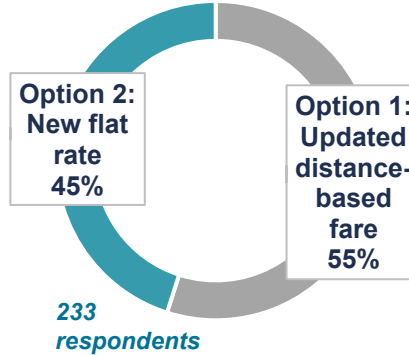
Link fare structure preferences

Which fare structure option do passengers and the public prefer?

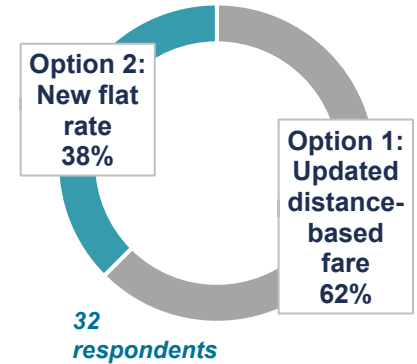
**White or
Caucasian**



**Asian or Asian
American**



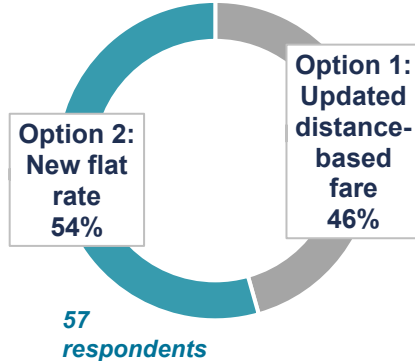
**American/
Alaskan native
First Nations
Indigenous**



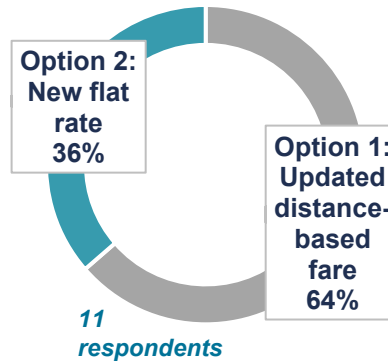
Link fare structure preferences

Which fare structure option do passengers and the public prefer?

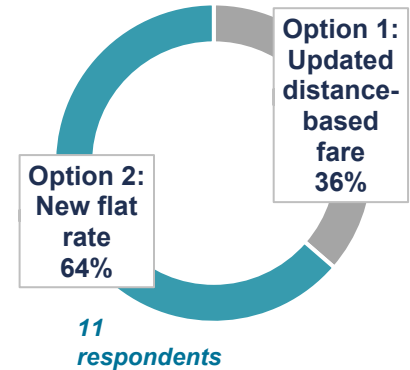
**Black,
African,
African-American**



**Middle Eastern
Northern African**



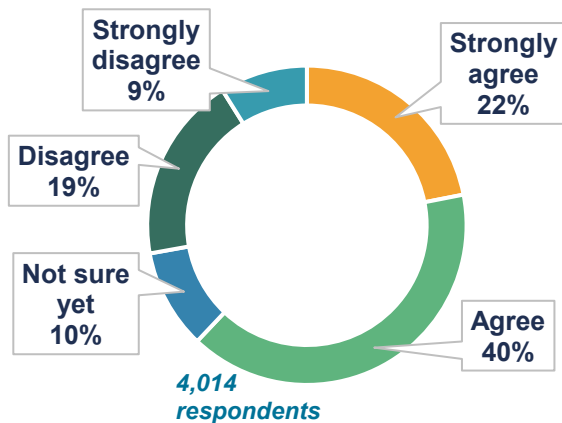
**Native Hawaiian,
Pacific Islander**



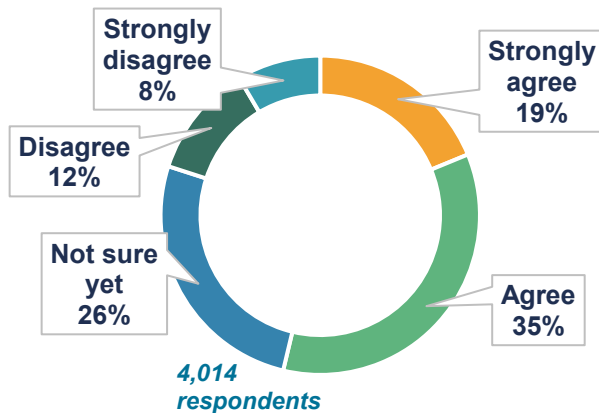
Link fare structure preferences

How much do you agree or disagree with the following statements for a distance-based fare?

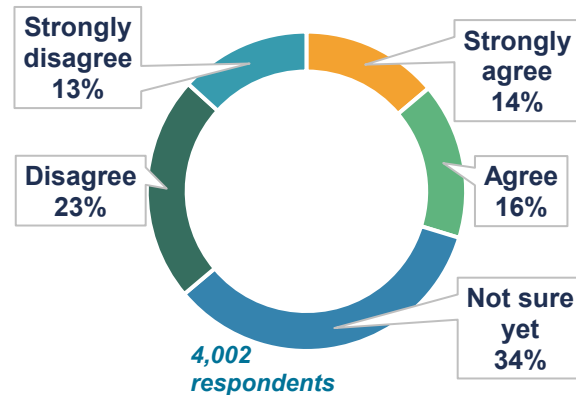
This option is easy to understand



This option is affordable



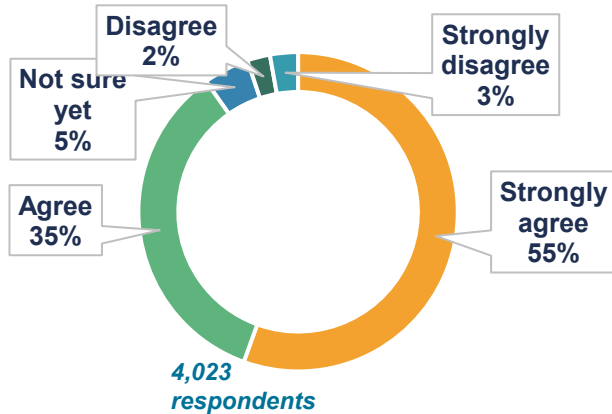
This option would encourage me to use light rail more



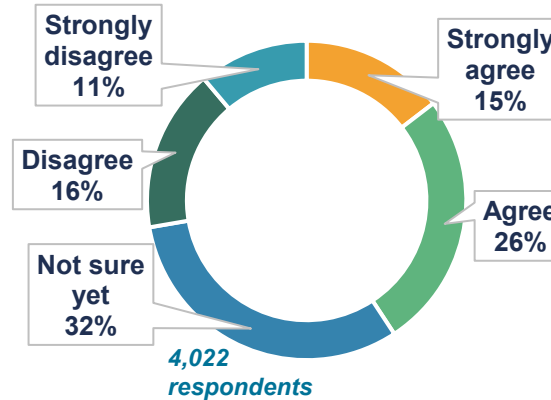
Link fare structure preferences

How much do you agree or disagree with the following statements for a flat fare?

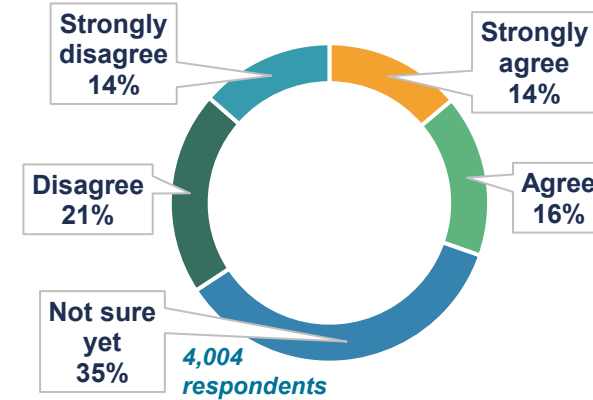
This option is easy to understand



This option is affordable



This option would encourage me to use light rail more



Link fare structure engagement themes

What else we heard

- Comments and feedback reflect the overall split in preference and trade-offs between flat and distance-based fare structures.
- Confusion about how the current system works and desire for an easier passenger experience when paying fares.
- Fare rates under consideration are too high, or fares should be free.
- Focus on enforcing fare payment compliance before raising fares.

***Link fare change:
additional analysis &
staff recommendation***

Fares guiding framework

We serve passengers with a fare structure that is regionally integrated to encourage transit ridership through equitable and simple pricing, and financial stewardship.

Regionally integrated

Key takeaways

- No other agency in the region uses a distance-based fare structure.
- The variability of distance-based fares means most fares won't be aligned.
- No other agency has a \$3.00 fare rate.
- ST Express fares are \$3.25.
- Seattle Center Monorail fares are \$3.50.
- Potential near-term fare changes are under consideration at Community Transit and King County Metro.

Link fare rates under consideration

Increase base fare by \$0.25
(fare range of \$2.50-\$4.50)

Increase base fare by \$0.50
(fare range of \$2.75-\$4.75)

\$3.00 flat fare

\$3.25 flat fare

\$3.50 flat fare

Partner Agency

Adult fares

Sound Transit Express

\$3.25

King County Metro Bus

\$2.75

Community Transit

\$2.50/\$4.25

Pierce Transit

\$2.00

Everett Transit

\$2.00

Seattle Streetcar

\$2.25

Seattle Center Monorail

\$3.50

Washington State Ferries

\$6.25-\$9.45

Ridership

Impacts from fare rates under consideration

Options	Ridership impact
Increase base fare by \$0.25 Fare range: \$2.50-\$4.50	-3%
Increase base fare by \$0.50 Fare range: \$2.75-\$4.75	-6%

Options	Ridership impact
\$3.00 flat fare	-3%
\$3.25 flat fare	-6%
\$3.50 flat fare	-9%

Ridership

Additional information

- The elasticity factor that Sound Transit uses to estimate ridership impacts from fare increases are in line with industry standards.
- That elasticity factors tracks with the relative cost of fares, but our financial and ridership models are not precise enough to say ***where in the light rail system*** ridership decreases will occur because of a change in fare structure.
- Our expectation is that increasing distance-based fares would have greater ridership impacts on longer trips and that adopting a flat fare would have greater ridership impacts on short trips.

Equitable

Title VI analysis – no disparate impacts

- None of the fare rates under consideration create a disparate impact to minority populations or a disproportionate burden to low-income riders.
- Title VI analysis used two approaches: 1) passenger data from 2018 origin-destination survey and 2) Census data for all current Link stations.
- Compared to the distance-based fare rates under consideration, the flat fares under consideration result in lower average fare increases for minority and low-income riders based on the longer average trip distance for these groups from survey data.

Passenger impacts

Flat fare considerations

- All trips would be the same fare.
- Compared to the current fare structure, shorter trips will cost more, and longer trips will cost less.
- A fare structure change will be felt most on existing passengers taking short trips on Link who tap on and tap off.
- Passengers would no longer have to tap off when completing their trip.

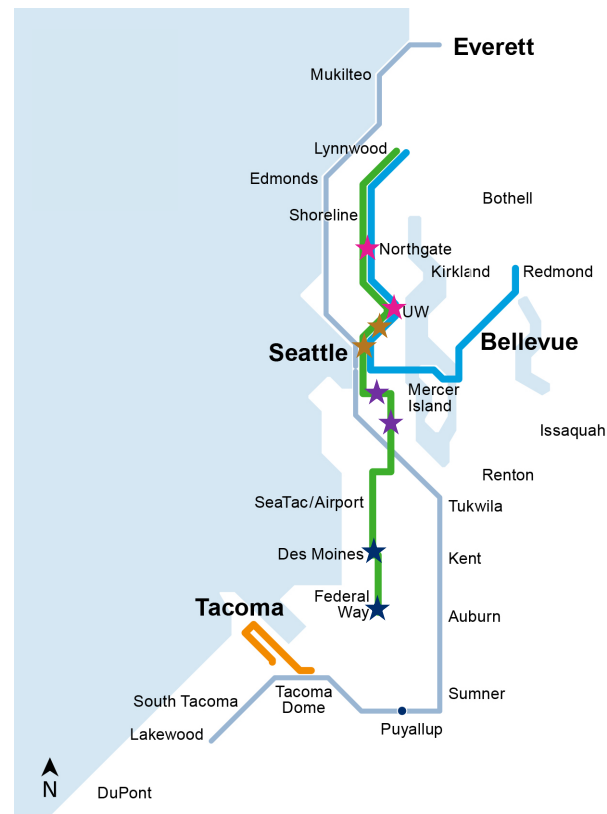
Fare rates	% of Total
\$2.25	25.7%
\$2.50	41.0%
\$2.75	19.8%
\$3.00	9.9%
\$3.25	2.3%
\$3.50	1.3%

Fare rate distribution for passengers paying full adult fare based on ORCA taps on & off (spring 2023)

Passenger impacts

Impacts to representative shorter trips

Trip pair	How much does it cost now?	Distance-based rates under consideration	Flat rates under consideration
Capitol Hill Station to Westlake Station	\$2.25: Current 1 Line fare	\$2.50 or \$2.75	\$3.00 or \$3.25 or \$3.50
Northgate Station to UW Station	\$2.50: Current 1 Line fare	\$2.75 or \$3.00	\$3.00 or \$3.25 or \$3.50
Beacon Hill Station to Columbia City Station	\$2.25: Current 1 Line fare	\$2.50 or \$2.75	\$3.00 or \$3.25 or \$3.50
Federal Way Downtown Station to Kent Des Moines Station	\$2.75: RapidRide A Line	\$2.75 or \$3.00	\$3.00 or \$3.25 or \$3.50



Passenger impacts

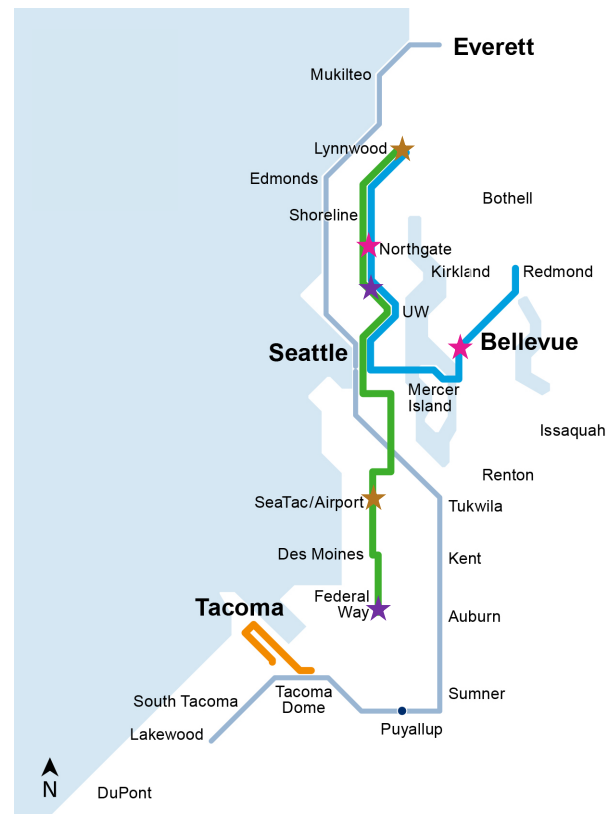
Distance-based fare considerations

- Fares vary based on the distance someone travels.
- As the system expands, fares will increase for many people switching from ST Express and King County Metro to Link.
- Housing affordability limits who can live in the central parts of the Link system and make shorter trips.
- Passengers would still have to tap off. If they don't, they pay the highest fare from the station they board at.
- Approximately 30% of passengers who pay the full fare do not tap off, and so end up paying between \$0.25-\$1.25 more per trip.

Passenger impacts

Impacts to representative longer trips

Trip pair	How much does it cost now?	Distance-based rates under consideration	Flat rates under consideration
Lynnwood City Center Station to SeaTac/ Airport Station	\$3.50: STX 512 with transfer to Northgate Station	\$4.00 or \$4.25	\$3.00 or \$3.25 or \$3.50
Northgate Station to Bellevue Downtown Station	\$3.25: 1 Line to University Street Station and transfer to STX 550 or \$2.75: 1 Line to UWS and transfer to KCM 271	\$3.50 or \$3.75	\$3.00 or \$3.25 or \$3.50
Federal Way Downtown Station to U District Station	\$3.25: STX 586 or \$3.25: RapidRide A Line and transfer to 1 Line at Angle Lake	\$4.00 or \$4.25	\$3.00 or \$3.25 or \$3.50



Passenger impacts

Change in fare distribution with data for passengers who don't tap off means almost 40% pay \$3 or more

Fare rates	% of Total	Total trips
\$2.25	25.7%	174K
\$2.50	41.0%	277K
\$2.75	19.8%	133K
\$3.00	9.9%	67K
\$3.25	2.3%	16K
\$3.50	1.3%	9K

*Fare rate distribution for passengers paying full adult fare based on **ORCA taps on & off** (spring 2023)*

Fare rates	% of Total	Total trips
\$2.25	18.0%	174K
\$2.50	28.7%	277K
\$2.75	13.8%	133K
\$3.00	24.0%	232K
\$3.25	7.4%	71K
\$3.50	8.1%	78K

*Fare rate distribution for passengers paying full adult fare based on **ORCA taps on & off and no taps off** (spring 2023)*

Simple

Link fare table for adult fares after ST2 projects open

- If no changes to current fare structure/levels, fares would range from \$2.25-\$4.25.

Station	Federal Way	S 272nd St	Kent Des Moines Rd	Angier Lake	Alport - SeaTac	Tukwila International Blvd	Rainier Beach	Columbia City	Mount Baker	Beacon Hill	SODO	Stadium	International District	Pioneer Square	University Street	Westlake	Capitol Hill	University of Washington	U District	Roosevelt	Northgate	Shoreline South 145th Street	Shoreline North 185th Street	Moundlake Terrace	Lynnwood City Center	Judkins Park	Mercer Island	South Bellevue	East Main	Downtown Bellevue	Wilburton	Spring District - 120th	Bel-Red - 130th	Overlake Village	Redmond Technology	SE Redmond	Downtown Redmond			
Federal Way		\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.25	\$ 4.25	\$ 4.25	\$ 3.50	\$ 3.75	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.25	\$ 4.25			
S 272nd St	\$ 2.50		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00			
Kent Des Moines Rd	\$ 2.50	\$ 2.25		\$ 2.50	\$ 2.50	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00			
Angier Lake	\$ 2.75	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00			
Alport - SeaTac	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00			
Tukwila International Blvd	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25		\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75			
Rainier Beach	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50		\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75			
Columbia City	\$ 3.25	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Mount Baker	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Beacon Hill	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
SODO	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Stadium	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
International District	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Pioneer Square	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
University Street	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Westlake	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75				
Capitol Hill	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75			
University of Washington	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75			
U District	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75		
Roosevelt	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	
Northgate	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75
Shoreline South 145th Street	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	
Shoreline North 185th Street	\$ 4.00	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75	
Moundlake Terrace	\$ 4.25	\$ 4.00	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75		
Lynnwood City Center	\$ 4.25	\$ 4.00	\$ 4.00	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25		\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00			
Judkins Park	\$ 4.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75		
Mercer Island	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.25	\$ 2.75	\$ 2.75	\$ 2.75	\$ 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		\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75	
South Bellevue	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.75	
East Main	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00	
Downtown Bellevue	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00	
Wilburton	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25		\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.50	\$ 3.75	\$ 3.75	\$ 4.00	\$ 4.00	
Spring District - 120th	\$ 4.00	\$ 3.75	\$ 3.75	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.25	\$ 3.00																																

Simple

Flat fare rates under consideration

\$3.00 or \$3.25 or \$3.50

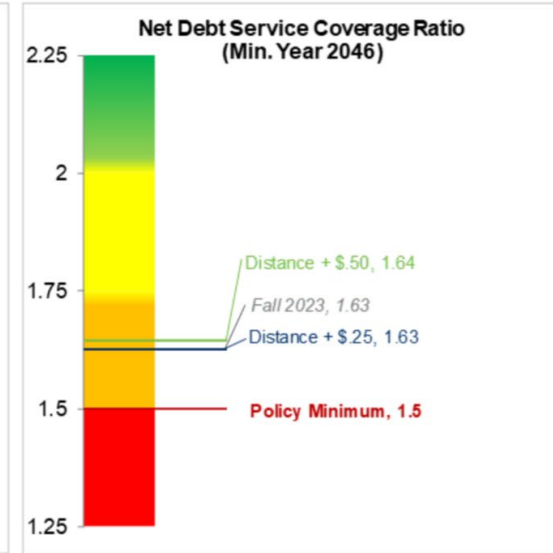
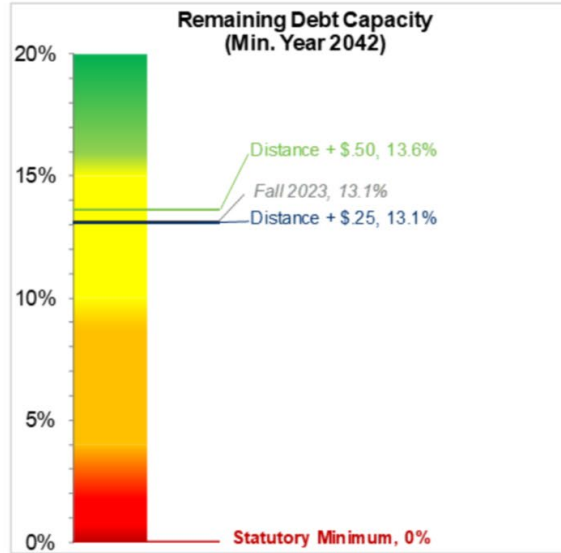
Financial stewardship – distance-based

Distance-based Fare Rates Under Consideration	2027 Link Fare Revenue	2027 Link Farebox Recovery	2017-2046 Link Fare Revenue	2017-2046 Link Farebox Recovery
Increase base fare by \$0.25 Fare range: \$2.50-\$4.50	\$94M	17%	\$4.2B	19%
Increase base fare by \$0.50 Fare range: \$2.75-\$4.75	\$99M	18%	\$4.4B	20%

Financial stewardship – distance-based

Key assumptions

- Assumes a \$0.25 fare increase on Link of every four years.
- Assumes a gradual increase in fare compliance to 75% of boardings with fare media by 2029 and holding at that level through the life of the Finance Plan.



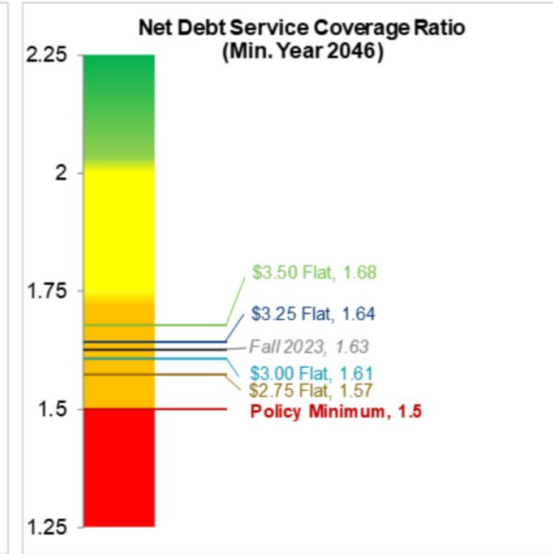
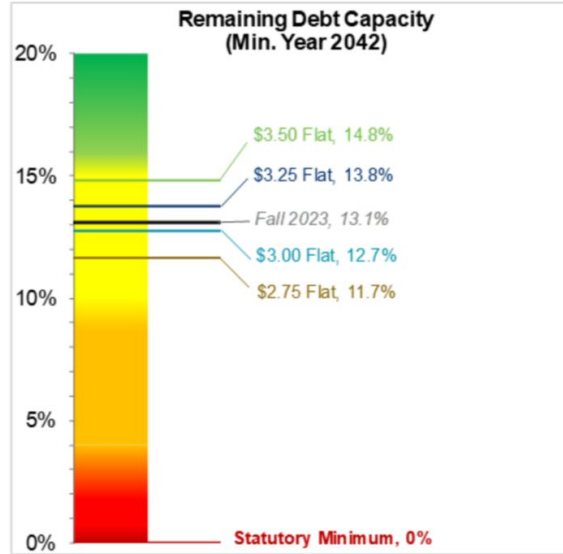
Financial stewardship – flat fare

Flat Fare Rates Under Consideration	2027 Link Fare Revenue	2027 Link Farebox Recovery	2017-2046 Link Fare Revenue	2017-2046 Link Farebox Recovery
\$2.75 flat fare*	\$86M	16%	\$3.7B	17%
\$3.00 flat fare	\$95M	17%	\$4.1B	18%
\$3.25 flat fare	\$103M	19%	\$4.4B	20%
\$3.50 flat fare	\$111M	20%	\$4.7B	21%

Financial stewardship – flat fare

Key assumptions

- Assumes a \$0.25 fare increase on Link of every four years.
- Assumes a gradual increase in fare compliance to 75% of boardings with fare media by 2029 and holding at that level through the life of the Finance Plan.



Summary considerations

Fares vision	Distance-based	Flat
Regionally integrated	Not integrated given variable fare rates based on distance traveled.	\$3.00: does not align with existing fares. \$3.25: aligns with current STX fares. \$3.50: aligns with Seattle Center Monorail.
Ridership	- Higher increases to the fare rate have greater ridership impacts. Higher fares for longer trips may discourage longer trips.	- Higher increases to the fare rate have greater ridership impacts. Higher fares for shorter trips may discourage shorter trips.
Equitable	- Title VI analysis finds no disparate impacts. - Impacts people switching from bus to Link. - Impacts people taking longer trips. - People who don't tap off often pay more.	- Title VI analysis finds no disparate impacts. - Impacts people using Link today. - Impacts people taking shorter trips. - Would remove failure to tap off penalty.
Simple	Large, complicated fare table.	One fare for all trips.
Financial stewardship	Both options under consideration are revenue neutral or positive.	\$3.25 and \$3.50 fare rates are revenue positive. \$3.00 fare rate is slightly revenue negative.

Summary considerations – fare structure

Fare structure

- Flat fares are better positioned to be regionally integrated and are simpler.
- Ridership and financial stewardship affected more by fare rates than structure.
- Equity trade-offs exist for both, but no disparate impacts for rates under consideration.

Fares vision	Distance-based fares	Flat fares
Regionally integrated	–	+
Ridership	✓	✓
Equitable*	✓	✓
Simple	–	+
Financial stewardship	✓	✓
+	✓	–
Better impacts	Neutral/minimal impacts	Worse impacts

*Results per the Title VI analysis findings showing no disparate impact for minority passengers or disproportionate burden for low-income passengers from any of the rates under consideration.

Initial staff recommendation

Fare structure

Staff will recommend the Board adopt a flat fare structure on Link.

Fares vision	Option 1: \$3.00	Option 2: \$3.25	Option 3: \$3.50
Regionally integrated	✓	+	✓
Ridership	✓	✓	-
Equitable*	✓	✓	✓
Simple	+	+	+
Financial stewardship	✓	+	+



Better impacts



Neutral/minimal impacts



Worse impacts

Summary considerations – fare rates

Fare rates

- \$3.50 fare is too great of an increase and staff do not recommend this option.
- \$3.00 and \$3.25 rates present challenging trade-offs.

Fares vision	Option 1: \$3.00	Option 2: \$3.25	Option 3: \$3.50
Regionally integrated	✓	+	✓
Ridership	✓	✓	
Equitable*	✓	✓	
Simple	+	+	+
Financial stewardship	✓	+	+

+	Better impacts	✓	Neutral/minimal impacts	-	Worse impacts
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Regionally integrated

Impacts from fare rates under consideration

- ST Express fares are \$3.25.
- No other agency has a \$3.00 fare rate.
- Potential near-term fare changes are under consideration at Community Transit and King County Metro.

Link fare rates under consideration

\$3.00 flat fare

\$3.25 flat fare

Partner Agency

Adult fares

Sound Transit Express

\$3.25

King County Metro Bus

\$2.75

Community Transit

\$2.50/\$4.25

Pierce Transit

\$2.00

Everett Transit

\$2.00

Seattle Streetcar

\$2.25

Seattle Center Monorail

\$3.50

Washington State Ferries

\$6.25-\$9.45

Ridership

Impacts from fare rates under consideration

- Ridership impacts are based on an elasticity factor associated with the relative percentage increase in the fare rate.
- As such, a higher increase in fares means a higher proportional reduction in estimated ridership.
- Many other factors than fares also influence ridership changes.

	\$3.00 fare	\$3.25 fare
Ridership impact	-3%	-6%

Passenger impacts

Impacts from fare rates under consideration

- A fare structure change will be felt most on existing passengers taking short trips on Link who tap on and tap off.
- In spring 2023, 86.5% of trips made by passengers paying their full fare were \$2.75 or less.
- A \$3.00 fare is between a 9%-33% increase for passengers paying \$2.75 or less today.
- A \$3.25 fare is between 18%-44% increase for passengers paying \$2.75 or less today.

Fare rates	% of Total
\$2.25	25.7%
\$2.50	41.0%
\$2.75	19.8%
\$3.00	9.9%
\$3.25	2.3%
\$3.50	1.3%

Fare rate distribution for passengers paying full adult fare based on ORCA taps on & off (spring 2023)

Financial stewardship

Impacts from fare rates under consideration

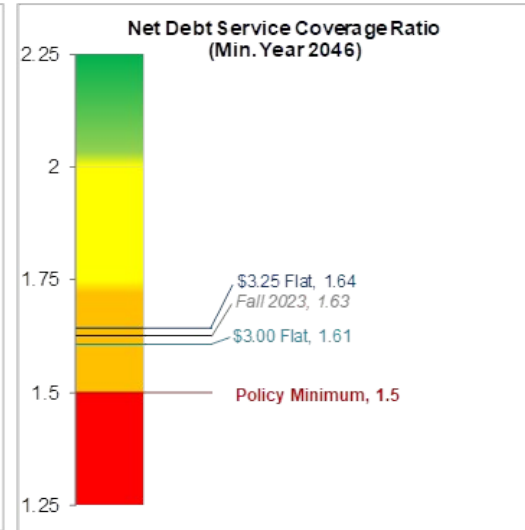
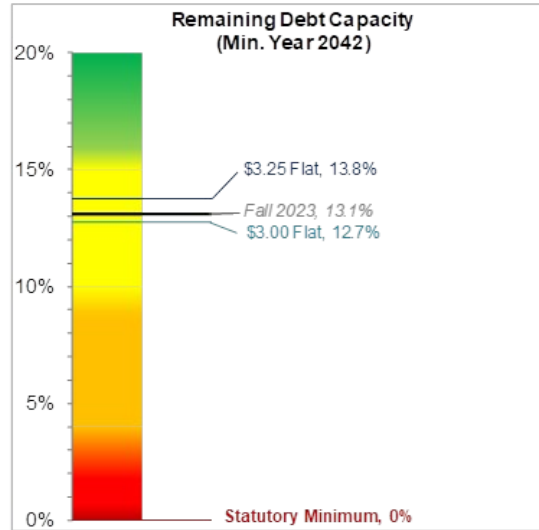
- The \$3.25 fare rate is positive compared to fall 2023 finance plan.
- The \$3.00 fare rate is slightly negative compared to the fall 2023 finance plan.
- However, the fall 2023 finance plan assumes a \$0.25 increase of the base fare and so a \$3.00 flat fare outperforms a no fare change alternative.

	\$3.00 fare	\$3.25 fare
2027 Link Fare Revenue	\$95M	\$103M
2027 Link Farebox Recovery	17%	19%
2017-2046 Link Fare Revenue	\$4.1B	\$4.4B
2017-2046 Link Farebox Recovery	18%	20%

Financial stewardship

Key assumptions

- Assumes a \$0.25 fare increase on Link of every four years.
- Assumes a gradual increase in fare compliance to 75% of boardings with fare media by 2029 and holding at that level through the life of the Finance Plan.



Summary considerations – fare rates

Fares vision	\$3.00	\$3.25
Regionally integrated	Doesn't currently align with any existing fare rate but may following potential future changes by partner agencies.	Aligns with ST Express fare rate.
Ridership	3% ridership decrease.	6% ridership decrease.
Equitable	- Title VI analysis finds no disparate impacts or disproportionate burden from this rate. 9%-33% increase for passengers paying \$2.75 or less today.	- Title VI analysis finds no disparate impacts or disproportionate burden from this rate. 18%-44% increase for passengers paying \$2.75 or less today.
Financial stewardship	Slightly revenue negative.	Revenue positive.

Staff recommendation

Fare rate

Staff recommend the Board set either a \$3.00 or \$3.25 fare on Link light rail.

REO forwarded a do pass recommendation of \$3.00 by a 5-1 vote.

Fares vision	Option 1: \$3.00		Option 2: \$3.25	
Regionally integrated	☒	?	+	
Ridership	☒		☒	-
Equitable*	☒	+	☒	-
Simple	+		+	
Financial stewardship	☒	-	+	



Better impacts



Neutral/minimal impacts



Worse impacts

Resolution R2023-37

Summary of main points

- Sets a new flat fare rate for Link light rail to take effect when the 1 Line extends to Lynnwood City Center Station in fall 2024.
- Requires staff to provide a report no later than the July 2024 Rider Experience & Operations Committee on a road map to fare capping, an update on reduced fare program activities, and a potential recommendation to convene a regional fare forum.

Toward a comprehensive fares strategy

Next steps for 2023 areas of focus

December

- 12/15: Board action on Link fare change.

Q1 2024

- TBD: Executive Committee and Board briefings and action to update the Board's fare policy.

February

- 2/1: Executive & REO Committees report on engagement findings on parking program expansion.

March

- 3/7: Executive Committee recommendation on parking program expansion.

- 3/28: Board action on parking program expansion.

Thank you.



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