

# *Briefing on Link Fares & Fare Structure*

*Board of Directors*

*11/16/2023*



# *Why we are here*

- Recap the Board's fares-related work in 2023.
- Provide a reminder and overview of current Sound Transit, regional, and peer agency fare structures and rates.
- Report out on Link fare structure and rate public engagement.
- Share additional passenger experience, equity, and financial analysis of Link fare structures and rates under consideration.
- Share initial staff recommendation on fare structure.
- No action today, information only.

***Where we're going***

# 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.*

# ***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.

# *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        |
| Souder     | \$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   | \$ 3.25   | \$ 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      | \$ 2.50                  | \$ 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                  | \$ 2.50    | \$ 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   | \$ 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   | \$ 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   | \$ 2.50   | \$ 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   | \$ 2.50   | \$ 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   | \$ 2.50   | \$ 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   | \$ 2.50   | \$ 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   | \$ 2.50   | \$ 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   | \$ 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   | \$ 2.25   | \$ 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   | \$ 2.25   | \$ 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   | \$ 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   | \$ 2.25   | \$ 2.25 |



# 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 → <b>\$2.80</b> | Yes                              | Yes (daily & monthly) |
| MTS (San Diego)      | Flat fare           | \$2.50                 | No                               | Yes (daily & monthly) |
| 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<br><b>Flat fare with airport surcharge</b> | \$3.00/\$5.25/\$10.50<br><b>\$2.75/\$10.00</b> | 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.

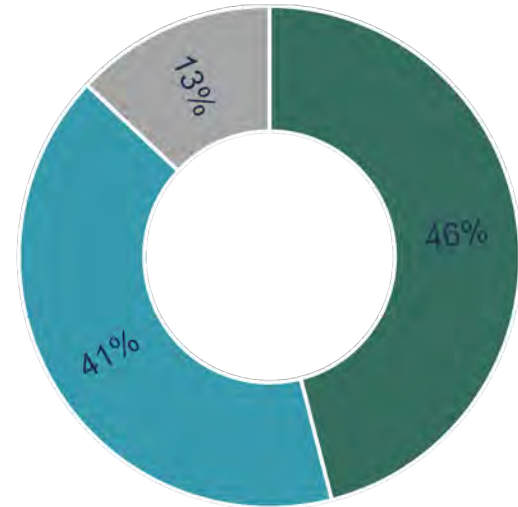
## ***Flat fare considerations***

- 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.

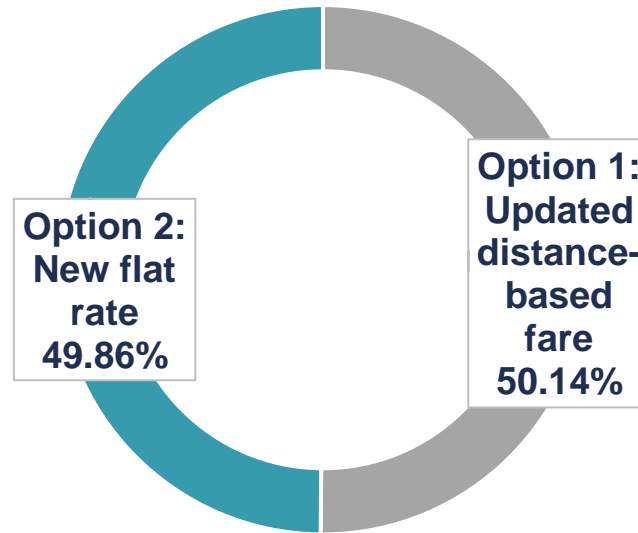
# *Engagement activities & schedule*

## *Timing & tactics*

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

# Link fare structure preferences

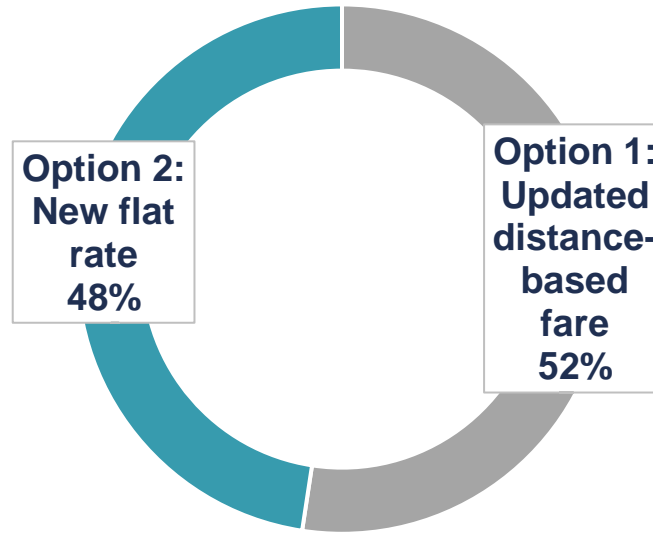
*Which fare structure option do passengers and the public prefer?*



*Overall breakdown / 3,841 respondents*

# Link fare structure preferences

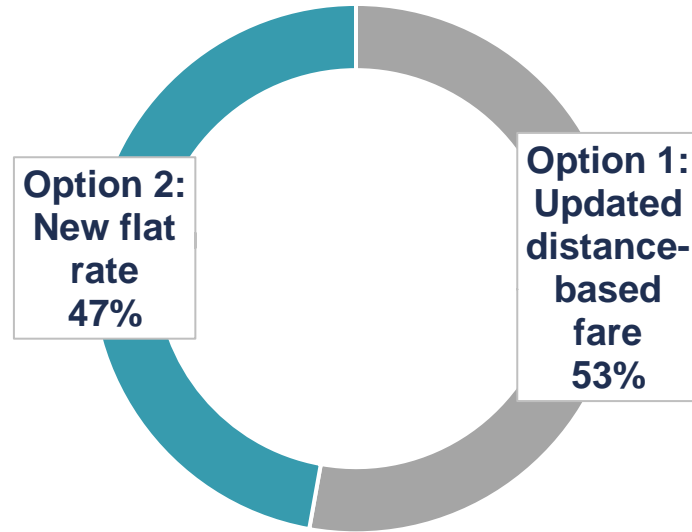
*Which fare structure option do passengers and the public prefer?*



*Full-fare passengers | 2,261 respondents*

# Link fare structure preferences

*Which fare structure option do passengers and the public prefer?*

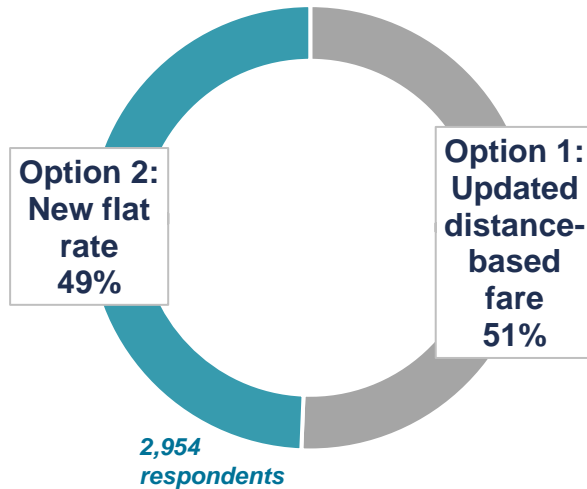


*Frequent passengers | 2,296 respondents*

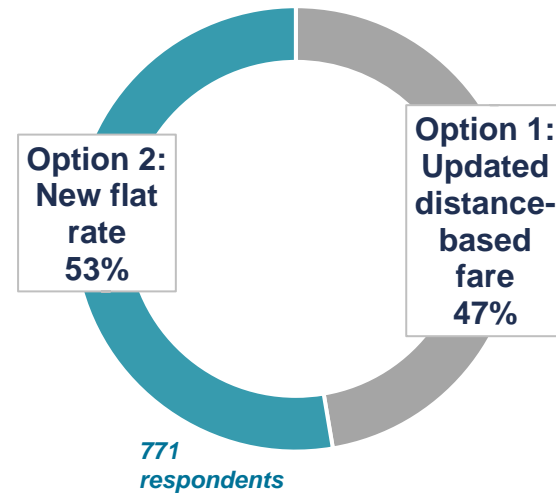
# Link fare structure preferences

Which fare structure option do passengers and the public prefer?

Passengers using existing stations



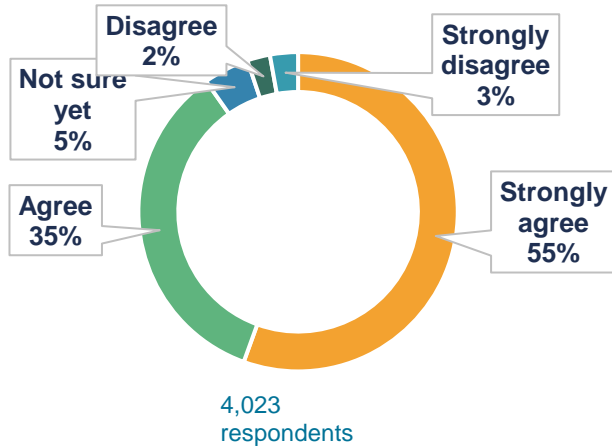
Passengers planning to use ST2 stations



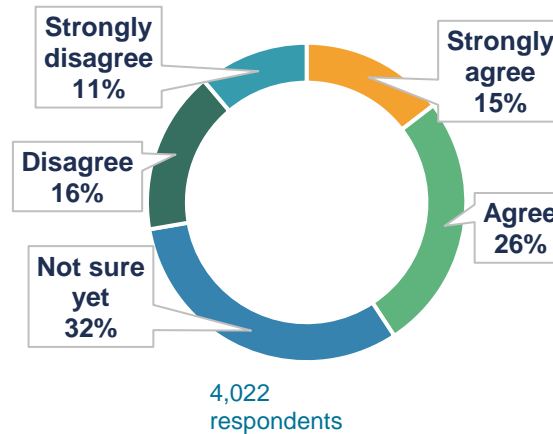
# Link fare structure preferences

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

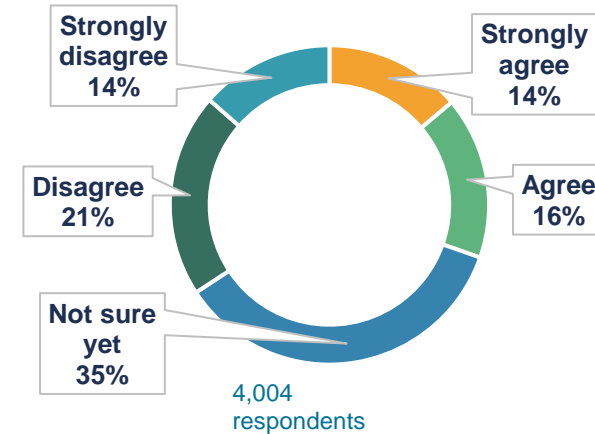
This option is easy to understand



This option is affordable



This option would encourage me to use light rail more

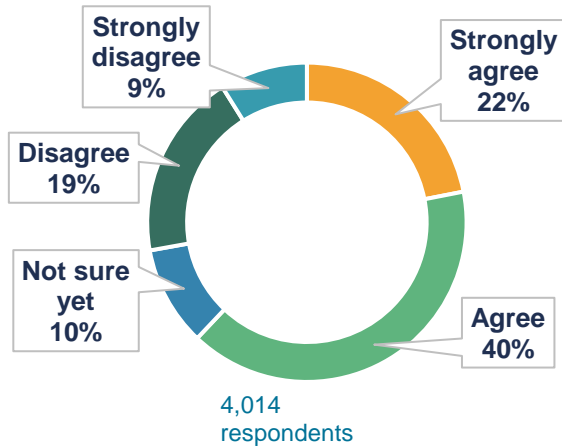




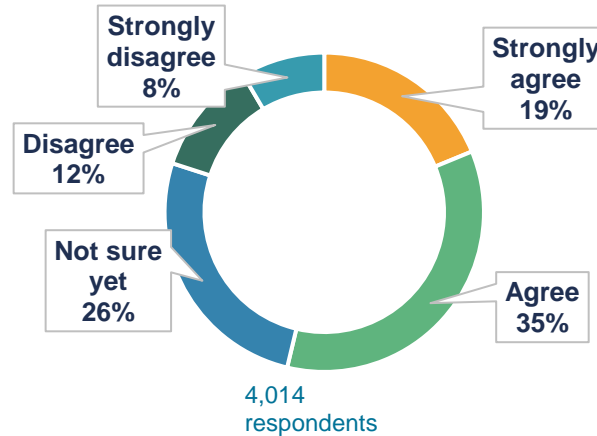
# Link fare structure preferences

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

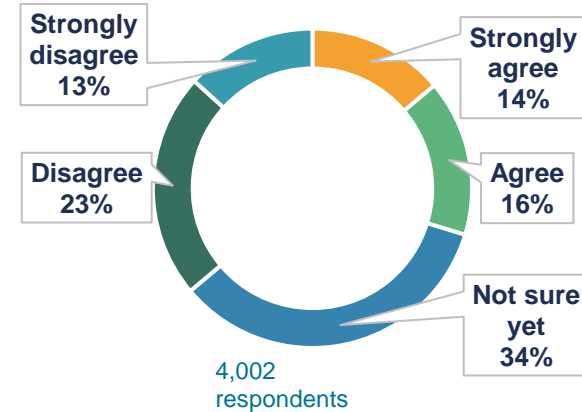
This option is easy to understand



This option is affordable



This option would encourage me to use light rail more



# *Link fare structure engagement themes*

## *What else we heard*

- Continuing to summarize themes from other engagement tactics.
- Initial themes that have emerged:
  - 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 &  
initial 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 |
|--|------------------|
| <b>Increase base fare by<br/>\$0.25</b><br>Fare range: \$2.50-\$4.50 | <b>-3%</b>       |
| <b>Increase base fare by<br/>\$0.50</b><br>Fare range: \$2.75-\$4.75 | <b>-6%</b>       |

| Options                 | Ridership impact |
|-------------------------|------------------|
| <b>\$3.00 flat fare</b> | <b>-3%</b>       |
| <b>\$3.25 flat fare</b> | <b>-6%</b>       |
| <b>\$3.50 flat fare</b> | <b>-9%</b>       |

# 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                | <b>\$2.25:</b> Current 1 Line fare | \$2.50 or \$2.75                         | \$3.00 or \$3.25 or \$3.50     |
| Northgate Station to UW Station                         | <b>\$2.50:</b> Current 1 Line fare | \$2.75 or \$3.00                         | \$3.00 or \$3.25 or \$3.50     |
| Beacon Hill Station to Columbia City Station            | <b>\$2.25:</b> 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 | <b>\$2.75:</b> 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 | <b>\$3.50:</b> 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         | <b>\$3.25:</b> 1 Line to University Street Station and transfer to STX 550 or<br><b>\$2.75:</b> 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     | <b>\$3.25:</b> STX 586 or<br><b>\$3.25:</b> 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 | Anglic 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 | Shoreline South-145th Street | Shoreline North-185th Street | Mounlake 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       | \$ 3.50     | \$ 3.50     | \$ 3.50 | \$ 3.50 | \$ 3.50                | \$ 3.50        | \$ 3.50           | \$ 3.50  | \$ 3.50      | \$ 3.75                  | \$ 3.75    | \$ 3.75   | \$ 3.75   | \$ 4.00                      | \$ 4.00                      | \$ 4.25          | \$ 4.25              | \$ 3.50      | \$ 3.75       | \$ 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           | \$ 3.25  | \$ 3.25      | \$ 3.50                  | \$ 3.50    | \$ 3.50   | \$ 3.50   | \$ 3.75                      | \$ 3.75                      | \$ 4.00          | \$ 4.00              | \$ 3.25      | \$ 3.50       | \$ 3.50        | \$ 3.75   | \$ 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           | \$ 3.25  | \$ 3.25      | \$ 3.50                  | \$ 3.50    | \$ 3.50   | \$ 3.50   | \$ 3.75                      | \$ 3.75                      | \$ 4.00          | \$ 4.00              | \$ 3.25      | \$ 3.50       | \$ 3.50        | \$ 3.75   | \$ 3.75           | \$ 3.75   | \$ 3.75                 | \$ 3.75         | \$ 3.75          | \$ 3.75            | \$ 3.75    | \$ 3.75          | \$ 4.00 | \$ 4.00 |         |         |
| Anglic Lake                  | \$ 2.75     | \$ 2.50    | \$ 2.25            |             | \$ 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   | \$ 3.50                      | \$ 3.75                      | \$ 3.75          | \$ 4.00              | \$ 3.00      | \$ 3.25       | \$ 3.50        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.50    | \$ 3.50          | \$ 3.75 | \$ 3.75 | \$ 4.00 |         |
| Airport - SeaTac             | \$ 2.75     | \$ 2.50    | \$ 2.25            | \$ 2.25     |                  | \$ 2.25                    | \$ 2.50       | \$ 2.75 | \$ 2.75       | \$ 2.75     | \$ 2.75     | \$ 2.75 | \$ 2.75 | \$ 2.75                | \$ 2.75        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 3.00                      | \$ 3.00                      | \$ 3.25          | \$ 3.25              | \$ 3.00      | \$ 3.25       | \$ 3.50        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.50    | \$ 3.50          | \$ 3.75 | \$ 3.75 | \$ 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        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 3.00                      | \$ 3.00                      | \$ 3.25          | \$ 3.25              | \$ 3.00      | \$ 3.25       | \$ 3.50        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.50    | \$ 3.50          | \$ 3.75 | \$ 3.75 | \$ 4.00 |         |
| 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        | \$ 2.50           | \$ 2.50  | \$ 2.50      | \$ 2.50                  | \$ 2.50    | \$ 2.50   | \$ 2.50   | \$ 2.75                      | \$ 2.75                      | \$ 3.00          | \$ 3.00              | \$ 3.25      | \$ 3.25       | \$ 3.00        | \$ 3.25   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.50    | \$ 3.50          | \$ 3.50 | \$ 3.75 | \$ 3.75 | \$ 4.00 |
| Othello                      | \$ 3.25     | \$ 3.00    | \$ 2.75            | \$ 2.75     | \$ 2.75          | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.00            | \$ 3.25    | \$ 3.25          | \$ 3.25 | \$ 3.50 | \$ 3.50 |         |
| Columbia City                | \$ 3.25     | \$ 3.00    | \$ 3.00            | \$ 3.00     | \$ 2.75          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Mount Baker                  | \$ 3.25     | \$ 3.00    | \$ 3.00            | \$ 3.00     | \$ 2.75          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Beacon Hill                  | \$ 3.25     | \$ 3.25    | \$ 3.00            | \$ 3.00     | \$ 2.75          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| SODO                         | \$ 3.25     | \$ 3.25    | \$ 3.00            | \$ 3.00     | \$ 2.75          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Stadium                      | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.00     | \$ 3.00          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| International District       | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.00     | \$ 3.00          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Pioneer Square               | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.00     | \$ 3.00          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| University Street            | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.00     | \$ 3.00          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Westlake                     | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.00     | \$ 3.00          | \$ 2.75                    | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Capitol Hill                 | \$ 3.50     | \$ 3.25    | \$ 3.25            | \$ 3.25     | \$ 3.00          | \$ 3.00                    | \$ 2.75       | \$ 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   | \$ 2.50                      | \$ 2.50                      | \$ 2.75          | \$ 2.75              | \$ 2.50      | \$ 2.75       | \$ 3.00        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| University of Washington     | \$ 3.75     | \$ 3.50    | \$ 3.50            | \$ 3.25     | \$ 3.25          | \$ 3.00                    | \$ 2.75       | \$ 2.75 | \$ 2.75       | \$ 2.75     | \$ 2.75     | \$ 2.75 | \$ 2.75 | \$ 2.75                | \$ 2.75        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 2.75                      | \$ 3.00                      | \$ 3.00          | \$ 3.25              | \$ 3.25      | \$ 2.50       | \$ 2.75        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| U District                   | \$ 3.75     | \$ 3.50    | \$ 3.50            | \$ 3.25     | \$ 3.25          | \$ 3.25                    | \$ 2.75       | \$ 2.75 | \$ 2.75       | \$ 2.75     | \$ 2.75     | \$ 2.75 | \$ 2.75 | \$ 2.75                | \$ 2.75        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 2.75                      | \$ 3.00                      | \$ 3.00          | \$ 3.25              | \$ 3.25      | \$ 2.50       | \$ 2.75        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Roosevelt                    | \$ 3.75     | \$ 3.50    | \$ 3.50            | \$ 3.25     | \$ 3.25          | \$ 3.25                    | \$ 3.00       | \$ 2.75 | \$ 2.75       | \$ 2.75     | \$ 2.75     | \$ 2.75 | \$ 2.75 | \$ 2.75                | \$ 2.75        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 2.75                      | \$ 3.00                      | \$ 3.00          | \$ 3.25              | \$ 3.25      | \$ 2.50       | \$ 2.75        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Northgate                    | \$ 3.75     | \$ 3.75    | \$ 3.50            | \$ 3.50     | \$ 3.25          | \$ 3.25                    | \$ 3.00       | \$ 2.75 | \$ 2.75       | \$ 2.75     | \$ 2.75     | \$ 2.75 | \$ 2.75 | \$ 2.75                | \$ 2.75        | \$ 2.75           | \$ 2.75  | \$ 2.75      | \$ 2.75                  | \$ 2.75    | \$ 2.75   | \$ 2.75   | \$ 2.75                      | \$ 3.00                      | \$ 3.00          | \$ 3.25              | \$ 3.25      | \$ 2.50       | \$ 2.75        | \$ 3.00   | \$ 3.00           | \$ 3.00   | \$ 3.00                 | \$ 3.00         | \$ 3.00          | \$ 3.25            | \$ 3.25    | \$ 3.25          | \$ 3.50 | \$ 3.50 |         |         |
| Shoreline South-145th Street | \$ 4.00     | \$ 3.75    | \$ 3.75            | \$ 3.50     | \$ 3.50          | \$ 3.50                    | \$ 3.25       | \$ 3.00 | \$ 3.00       | \$ 3.00     | \$ 3.00     | \$ 3.00 | \$ 3.00 | \$ 3.00                | \$ 3.00        | \$ 3.00           | \$ 3.00  | \$ 3.00      | \$ 3.00                  | \$ 3.00    | \$ 3.00   | \$ 3.00   | \$ 3.00                      | \$ 3.25                      | \$ 3.25          | \$ 3.25              | \$ 3.25      | \$ 3.00       | \$ 3.25        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 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 | \$ 3.25       | \$ 3.25     | \$ 3.25     | \$ 3.25 | \$ 3.25 | \$ 3.25                | \$ 3.25        | \$ 3.25           | \$ 3.25  | \$ 3.25      | \$ 3.25                  | \$ 3.25    | \$ 3.25   | \$ 3.25   | \$ 3.25                      | \$ 3.50                      | \$ 3.50          | \$ 3.75              | \$ 3.75      | \$ 3.00       | \$ 3.25        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.50    | \$ 3.75          | \$ 3.75 |         |         |         |
| Mounlake Terrace             | \$ 4.25     | \$ 4.00    | \$ 4.00            | \$ 3.75     | \$ 3.75          | \$ 3.50                    | \$ 3.25       | \$ 3.25 | \$ 3.25       | \$ 3.25     | \$ 3.25     | \$ 3.25 | \$ 3.25 | \$ 3.25                | \$ 3.25        | \$ 3.25           | \$ 3.25  | \$ 3.25      | \$ 3.25                  | \$ 3.25    | \$ 3.25   | \$ 3.25   | \$ 3.25                      | \$ 3.50                      | \$ 3.50          | \$ 3.75              | \$ 3.75      | \$ 3.00       | \$ 3.25        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.50            | \$ 3.75    | \$ 3.75          |         |         |         |         |
| Lynnwood City Center         | \$ 4.25     | \$ 4.00    | \$ 4.00            | \$ 3.75     | \$ 3.75          | \$ 3.50                    | \$ 3.25       | \$ 3.25 | \$ 3.25       | \$ 3.25     | \$ 3.25     | \$ 3.25 | \$ 3.25 | \$ 3.25                | \$ 3.25        | \$ 3.25           | \$ 3.25  | \$ 3.25      | \$ 3.25                  | \$ 3.25    | \$ 3.25   | \$ 3.25   | \$ 3.25                      | \$ 3.50                      | \$ 3.50          | \$ 3.75              | \$ 3.75      | \$ 3.00       | \$ 3.25        | \$ 3.50   | \$ 3.50           | \$ 3.50   | \$ 3.50                 | \$ 3.50         | \$ 3.50          | \$ 3.75            | \$ 3.75    |                  |         |         |         |         |
| Judkins Park                 | \$ 4.00     | \$ 3.75    | \$ 3.75            | \$ 3.50     |                  |                            |               |         |               |             |             |         |         |                        |                |                   |          |              |                          |            |           |           |                              |                              |                  |                      |              |               |                |           |                   |           |                         |                 |                  |                    |            |                  |         |         |         |         |

# *Simple*

*Flat fare rates under consideration*

**\$3.00** or **\$3.25** or **\$3.50**

# *Financial stewardship – distance-based*

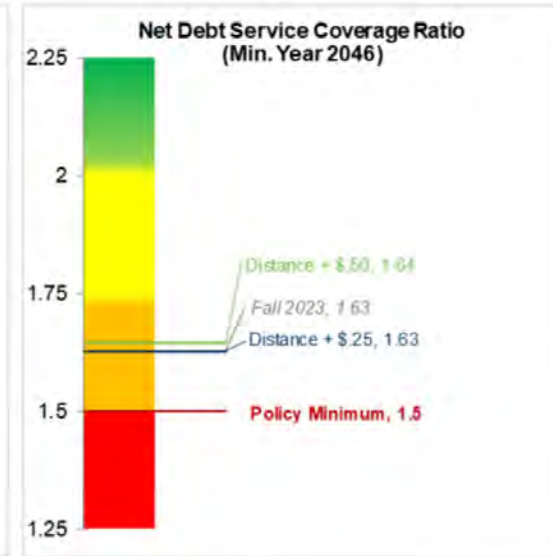
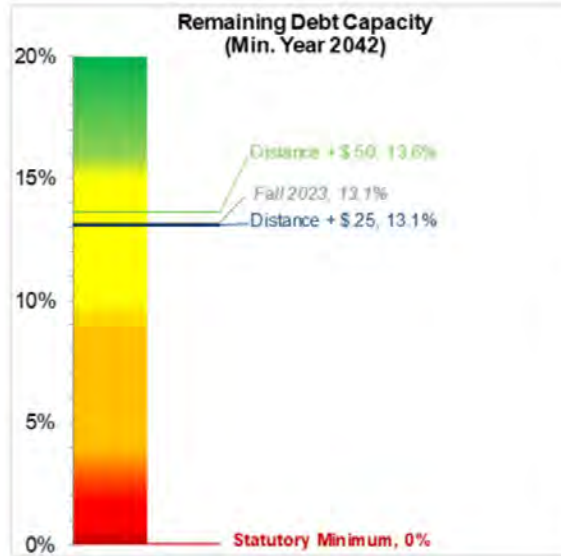
| <b>Distance-based Fare Rates Under Consideration</b>             | <b>2027 Link Fare Revenue</b> | <b>2027 Link Farebox Recovery</b> | <b>2017-2046 Link Fare Revenue</b> | <b>2017-2046 Link Farebox Recovery</b> |
|--|-------------------------------|-----------------------------------|------------------------------------|--|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



# 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.



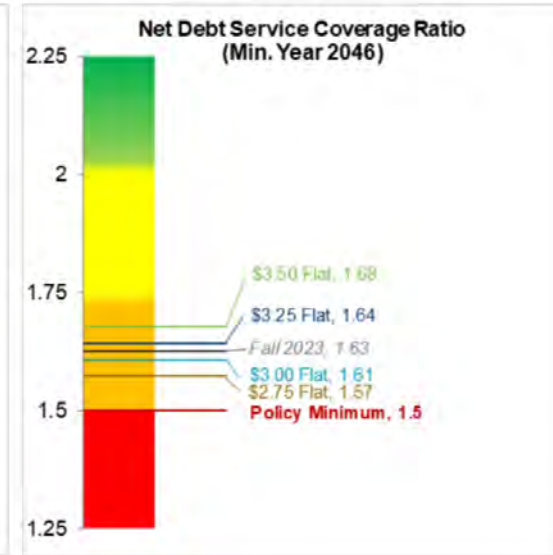
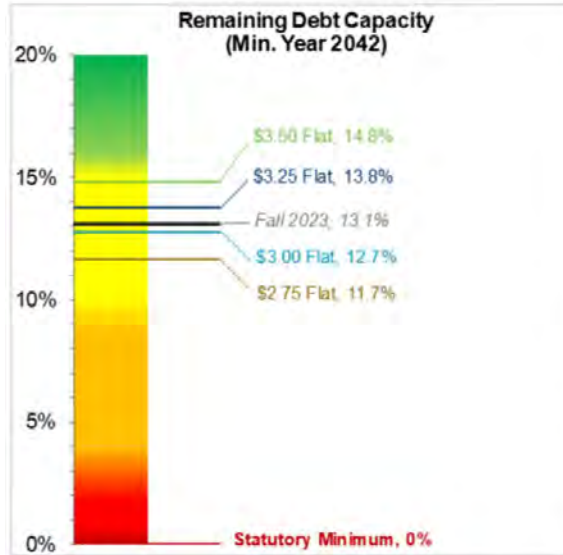
# Financial stewardship – flat fare

| 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  |
|------------------------------|--|---|
| <b>Regionally integrated</b> | <ul style="list-style-type: none"> <li>Not integrated given variable fare rates based on distance traveled.</li> </ul>   | <ul style="list-style-type: none"> <li>\$3.00: does not align with existing fares.</li> <li>\$3.25: aligns with current STX fares.</li> <li>\$3.50: aligns with Seattle Center Monorail.</li> </ul>                                       |
| <b>Ridership</b>             | <ul style="list-style-type: none"> <li>Higher increases to the fare rate have greater ridership impacts.</li> <li><b>Higher fares for longer trips</b> may discourage longer trips.</li> </ul>   | <ul style="list-style-type: none"> <li>Higher increases to the fare rate have greater ridership impacts.</li> <li><b>Higher fares for shorter trips</b> may discourage shorter trips.</li> </ul>  |
| <b>Equitable</b>             | <ul style="list-style-type: none"> <li>Title VI analysis finds no disparate impacts.</li> <li>Impacts people switching from bus to Link.</li> <li>Impacts people taking longer trips.</li> <li>People who don't tap off often pay more.</li> </ul> | <ul style="list-style-type: none"> <li>Title VI analysis finds no disparate impacts.</li> <li>Impacts people using Link today.</li> <li>Impacts people taking shorter trips.</li> <li>Would remove failure to tap off penalty.</li> </ul> |
| <b>Simple</b>                | <ul style="list-style-type: none"> <li>Large, complicated fare table.</li> </ul>   | <ul style="list-style-type: none"> <li>One fare for all trips.</li> </ul>   |
| <b>Financial stewardship</b> | <ul style="list-style-type: none"> <li>Both options under consideration are revenue neutral or positive.</li> </ul>  | <ul style="list-style-type: none"> <li>\$3.25 and \$3.50 fare rates are revenue positive.</li> <li>\$3.00 fare rate is slightly revenue negative.</li> </ul>  |

# 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   | ☑                                | ☑                      |
| <b>+ Better impacts</b> | <b>☑ Neutral/minimal impacts</b> | <b>- Worse impacts</b> |

\*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 | ✓                | +                | +                |

|                         |                                  |                        |
|-------------------------|----------------------------------|------------------------|
| <b>+</b> Better impacts | <b>✓</b> Neutral/minimal impacts | <b>-</b> 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.

***Next steps***

# *Proposed mitigations and next steps*

## *Reducing impacts with this change*

### **Key follow-on activities from this change to Link fares:**

- Market the fare change aggressively.
- Report back to the Board on a road map to fare capping.
- Participate in a King County Metro-led regional effort on design thinking for reduced fare program administration, including potential to expand eligibility for low-income fares.
- Consider convening a regional fare forum in 2024.



# *Proposed mitigations and next steps*

## *Next steps toward a comprehensive fares strategy*

### **Key ongoing activities to support a comprehensive fares strategy:**

- Update fare policy to include clearer policy direction about when to increase fares and what triggers future fare changes.
- Expand parking program to include daily fees.
- Develop other methods to increase or supplement fare revenue (e.g., partnerships around events; seeking ST eligibility for state funding through Transit Support grants).

# ***Toward a comprehensive fares strategy***

## ***Key dates toward Board action***

### **December**

- 12/7: REO Committee recommendation on Link fare changes.
- 12/15: Board action on Link fare changes.

### **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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