

A photograph of a Sound Transit train, likely a light rail vehicle, with a white upper body and a teal and blue lower body. The train is viewed from a low angle, looking up at the side of the vehicle. The windows are dark, and the train is positioned under a glass and steel canopy structure. The background shows a bright sky with some clouds.

Sound Transit

Fare Change proposals for ST Express

Sound Transit Board

April 26, 2018

 **SOUNDTRANSIT**

2016 Regional Fare Forum

- Established Shared Policy Values
- Recommendations for regional fare simplification for our customers and the design of the next generation ORCA system
 - Eliminate trip-based peak pricing
 - Eliminate zone fare structure

Policy Value	Description
Simple and easy to use for our customers	Simpler fare structure and media, easier to understand for infrequent customers
Enhance user experience	Improved customer service, real-time account information
Better access/availability to all users	Greater distribution of fare media, convenient access to all
Seamless travel in the region	Extend regional integration, seamless regional branding
Innovative technology	Anticipate new technology, learn from peers, be an international model
Fiscal responsibility	Reduce fare evasion, collect fares to continue to provide service, appropriate distribution of revenue
Operational efficiency	Better data/analytics, improved security, move away from cash collection
Promote equity and social justice	Eliminate barriers that limit access to transportation, support programs such as low income fares

ST Express Zone Fare Structure Used Today

Rider Group	One-county fare	Multi-county fare
Adult (age 19-64)	\$2.75	\$3.75
Low-Income (ORCA LIFT)	\$1.50	\$2.75
Youth (age 6-18)	\$1.50	\$2.75
Senior/Disabled - RRFP - (age 65+ or disabled)	\$1.00	\$1.75

Zone Boundary at county line



Fare Change Options Presented for Public Review

OPTION 1: Flat Fare

OPTION 2: Route-Based Fare

Both Options would:

- Be close to **revenue neutral** with no revenue loss
- No change to current one-zone reduced fares:
 - ORCA LIFT and Youth - \$1.50
 - Seniors and Riders with Disabilities - \$1.00
- Reduce the two-zone fares for these riders to the one-zone fare level
 - ORCA LIFT and Youth – 45% reduction
 - Seniors and Riders with Disabilities – 43% reduction

Option #1 –Flat Fares

\$3.25 Flat Fare

- Adult riders making one-county trips would see a **\$0.50 fare increase (70% of adult boardings)**
- Adult riders making two-county trips would see a **\$0.50 fare decrease (30% of adult boardings)**
- *Ridership and Revenue Impacts*
 - *Decrease in ridership of approx. 100-300K*
 - *Increase in Revenue of approx. \$800k-\$1.3M*

OPTION 1: FLAT FARE

Rider Group	Flat-Fare
Adult	\$3.25
ORCA LIFT	\$1.50
Youth	\$1.50
RRFP	\$1.00

Option #2 –Route-Based Fares

Route-based Fares

- No change for riders on one-county routes
- No change for riders making two-county trips
- One-county riders on two-county routes would see a **\$1.00 fare increase (7% of adult boardings)**

- *Ridership and Revenue Impacts*
 - *Neutral impact to ridership*
 - *Increase in Revenue of approx. \$100-200k*

OPTION 2: ROUTE-BASED FARE

Rider Group	Trips on one-county Routes	Trips on two-county Routes
Adult	\$2.75	\$3.75
ORCA LIFT	\$1.50	
Youth	\$1.50	
RRFP	\$1.00	

Title VI Analysis

ST conducted fare equity analysis to determine if any:

- “Disproportionate burden” on low-income riders
- “Disparate impact” on minority riders

No disproportionate burden on low-income riders

- Both options reduce 2-zone fare for ORCA LIFT, Youth, Seniors and Disabled riders to 1-zone level, with no change in 1-zone fare for these riders
- **Option 1:** \$3.25 flat fare has **no disparate impact**
- **Option 2:** Route-based fare has a **slight, disparate impact** on minority riders

		% of ST Express boardings negatively affected	
	ST Service Area	Option 1	Option 2
% minority	38%	38%	41%
% non-minority	62%	62%	59%

Title VI Mitigation

Option 1: \$3.25 flat fare -- no mitigation required

Option 2: Route-based fare

- Outreach to customers making one-zone trips on two-county routes to provide information on lower cost, service alternatives

For BOTH options –

- Conduct outreach to increase enrollment in the ORCA LIFT program providing reduced fare for low-income adult riders.

Public Outreach Activities

- Stakeholder Advisory Group*
- Citizen Oversight Panel
- Public Hearing
- Casa Latina Presentation
- Street Teaming
- Advertising online and multilingual publications
- Rider alerts on coaches, email and text message
- Sound Transit Website with online survey tool
- - (1,325 surveys completed)

*Stakeholder Advisory Group – *Bellevue Downtown Association, Commute Seattle, Downtown On the Go, Economic Alliance of Snohomish County, HopeLink, Transit Riders Union, Transportation Choices, University of Washington*




**PROPOSED ST Express
FARE CHANGE**

Learn more and comment
Take the online survey:
soundtransit.org/fare-change

Public Hearing:
Noon, Thursday, Feb. 1, 2018
Union Station, 401 S. Jackson St., Seattle

Email: fares@soundtransit.org

Visit: soundtransit.org/fare-change

Call: 1-866-940-4387

By mail:
Sound Transit
Attn: Cassandra Andrews
401 S. Jackson St., Seattle, WA 98104

Sound Transit is considering simplifying ST Express bus fares and is evaluating two options. Option 1 is a flat fare. Option 2 is a route-based fare.

We want to know what you think. Learn more about the fare options and how to provide comment at soundtransit.org/fare-change.

Comments are due by Feb. 11

Interpretive services can be arranged with sufficient notice by calling 1-800-823-8230. To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-1900 / TTY Relay 711

Customer Survey Results

- More respondents liked the \$3.25 Flat Fare (59%) than the Route-based Fare (41%)
- Respondents rated the Flat Fare more highly than the Route-based Fare:
 - easier to understand - 87% vs 58%
 - easier/faster to get people on the bus – 63% vs 39%
- Majority of respondents rated both options as equitable and affordable – little difference between options

Alignment with Policy Values

Policy Value	Flat Fare	Route Based
Simple and easy to use for our customers		
Enhance user experience (easier and faster)		
Better access/availability to all users (affordable)	Neutral	Neutral
Seamless travel in the region (fare alignment)	Neutral	Neutral
Innovative technology	Neutral	Neutral
Fiscal responsibility		
Operational efficiency		
Promote equity and social justice		

Customer survey results and Stakeholder group recommendation - preferred the Flat Fare option.

Survey and staff analysis - Flat Fare is better aligned with Fare Forum Policy Values

Staff recommendation:

\$3.25 Flat Fare Option with additional outreach for ORCA LIFT



Survey Results



Staff Analysis

**Public comment
period ended**

February 11, 2018

**Sound transit
Board decision**

April 26, 2018

**Fare change
implementation
July 1, 2018**

A close-up, low-angle shot of a white and blue Sound Transit bus. The bus features a large, stylized wave graphic in shades of blue and teal. The word "SOUNDBUS" is partially visible in large white letters on the blue section of the bus. The background is a clear blue sky.

 **SOUNDTRANSIT**
RIDE THE WAVE