



Resolution No. R2022-29

Adopts new fares for Tacoma Link light rail service

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	10/19/2022	Recommend to Board	Mary Cummings, Chief Administrative Officer
Board	10/27/2022	Final action	Lisa Wolterink, Deputy Executive Director – Fares, Grants and Revenue Chad Davis, Deputy Director – Fares

Proposed action

(1) Adopts new rates of fare for Tacoma Link light rail service effective with the opening of the Tacoma Link light rail extension in 2023; and (2) supersedes the rates of fare established in Resolution No. R2016-10, and Resolution No. R2020-28 as amended by Resolution No. R2022-20, with the rates of fare established by this action as shown in Attachment A.

Key features summary

- In 2016, the Sound Transit Board adopted Resolution No. R2016-10 which: (1) established a Tacoma Link fare structure of \$1.00 Adult/\$0.75 Youth/\$0.50 Senior & Disabled; (2) authorized an agreement with the City of Tacoma or designee to continue to compensate Sound Transit \$29,000 per year for fare free service on Tacoma Link; and (3) directed staff to propose a new action “to the Sound Transit Board prior to opening of Tacoma Link Expansion service to establish fare levels.”
- This action presents two options to the Sound Transit Board for rates of fare on Tacoma Link service:
 - Option 1: Establish Tacoma Link flat-rate fares as \$2.00 Adult, \$1.50 ORCA LIFT, \$0 Youth and \$1.00 Senior/Disabled (**Staff Recommendation**)
 - Option 2: Establish Tacoma Link flat rate fares as \$2.25 Adult, \$1.50 ORCA LIFT, \$0 Youth and \$1.00 Senior/Disabled
- Option 1 aligns the Adult fare with the current Pierce Transit bus fare, and aligns ORCA LIFT and Senior/Disabled fares with the flat-rate fares on ST’s Link service.
- Option 2 aligns the Adult fare with the base fare on ST’s Link service, and aligns the ORCA LIFT and Senior/Disabled fares with the flat-rate fares on ST’s Link service.
- Both options provide a free Youth fare on Tacoma Link, consistent with the Board’s action in July 2022 to establish a zero youth fare on all Sound Transit services.
- Note that the \$1.00 ORCA LIFT fare is currently established on a temporary basis. The Board will consider whether to make this permanent for all Sound Transit modes by separate Board action.

Background

In 1999, the Sound Transit Board adopted Resolution No. 99-2, authorizing the Executive Director to enter into agreements with other entities to establishing fare free service on the initial segment of the Tacoma Link line. This initial segment runs 1.6 miles with six stations, from downtown Tacoma to the Tacoma Dome, and opened for service in 2003.

In 2013, the Board adopted Resolution No. R2013-24 establishing the following Tacoma Link fares:

Tacoma Link fares established by Resolution No. R2013-24			
Effective date	Adult Fare	Youth Fare	RRFP Fare
2014	\$1.00	\$0.75	\$0.50
2016	\$1.50	\$0.75	\$0.50

The Sound Transit Board adopted Motion No. M2014-36 in 2014 authorizing an agreement with the Tacoma Business and Industry Association to compensate Sound Transit for fare free service on Tacoma Link.

In 2016, the Sound Transit Board adopted Resolution No. R2016-10 which: (1) maintained the \$1.00 Adult/\$0.75 Youth/\$0.50 Senior & Disabled fare structure; (2) authorized an agreement with the City of Tacoma or designee to continue to compensate Sound Transit \$29,000 per year for fare free service on Tacoma Link; and (3) directed staff to propose a new action “to the Sound Transit Board prior to opening of Tacoma Link Expansion service to establish fare levels.”

The Tacoma Link expansion project will extend the current line north from downtown Tacoma to the Stadium district, then turn southwest, terminating in the Hilltop neighborhood. This 2.4-mile extension will add an additional 6 stations and is scheduled to open in the first quarter of 2023.

Fare Change Options

The fare options considered for Tacoma Link service are shown in the following table. Also shown for comparison purposes are the fares for Pierce Transit (PT) bus service and the base fare for Sound Transit’s mainline link service. Each of the fare options considered would provide an adult flat fare, in contrast to the adult fare on mainline Link service, which varies by distance.

Both options would provide a fare discount for low-income adult riders through the ORCA LIFT program and a free fare for youth riders. The Adult fares for Option 1 align with the Adult fares on PT bus service, while the Adult fares for Option 2 align with the Adult base fare on Sound Transit Link light rail. Finally, each option provides a fare for seniors and riders with disabilities that aligns with the fare on Pierce Transit and Link and which complies with the federal requirement that fares charged seniors or persons with disabilities during off peak hours be no more than half of the peak hour fares (49 U.S.C. Section 5307(d)(1)(D) of the Federal Transit Act).

	Option 1	Option 2	Link	PT
Adult	\$2.00	\$2.25	\$2.25 (base)	\$2.00
ORCA LIFT	\$1.50	\$1.50	\$1.50	NA
Youth	\$0	\$0	\$0	\$0
Sr & Disabled	\$1.00	\$1.00	\$1.00	\$1.00

The fares for ORCA LIFT, Youth, Seniors and Riders with Disabilities for Option 2 are also aligned with the fares for these customer categories on Sound Transit’s Link, Express Bus and Sounder commuter rail services.

Fiscal information

The 2022 Fall Financial Plan includes the fare revenue expected with Option 1, as shown in the table below through 2025. Option 2 would lead to somewhat higher fare revenue each year. Ridership is forecasted to be 810,000 boardings in 2024 and 1,060,000 boardings in 2025.

Estimated Tacoma Link Fare Revenue (\$M)

	2023	2024	2025	2017-2046
Option 1	\$0.4	\$0.8	\$1.1	\$115.6
Option 2	\$0.5	\$0.9	\$1.3	\$127.1
Difference	\$0.1	\$0.1	\$0.2	\$11.5

The revenue associated with Option 1 reflects the fare schedule currently assumed in the financial plan projection. Option 1 therefore has no additional revenue impact on the financial plan. The additional revenue associated with Option 2 is \$11.5M in YOES\$ through 2046. If selected, Option 2 would increase minimum year debt capacity by 0.04%. This is a negligible impact on agency affordability.

Title VI compliance

In compliance with FTA regulations and ST policies, Sound Transit has performed a Title VI analysis of fare change impacts on low income and minority populations. Based on the results of this analysis, Sound Transit has determined that both fare options would create a disproportionate impact on low-income riders. Further, both Options could have a disparate impact on minority riders if a larger service area definition is used.

Sound Transit will mitigate adverse effects on low-income riders by working with human service agencies in the Tacoma area to identify these riders and enroll them in the ORCA LIFT program. In addition to the lower fare that ORCA LIFT will provide these riders on all Sound Transit services, Sound Transit will be able to use grant funding to provide these riders with a financial incentive on their ORCA LIFT card that can be redeemed for transit fare payment on any transit agency participating in the ORCA fare payment system. ORCA cards will also enable riders to receive transfer credits when making transfers between agencies, for instance between ST’s Tacoma Link and Pierce Transit bus service.

Sound Transit will also work to mitigate potential adverse impacts on other riders by providing free ORCA cards to new riders and existing cash riders to enable them to use ORCA cards to pay their fares and take advantage of the inter-agency transfer benefits provided by ORCA fare payment. Sound Transit will distribute these cards through outreach events in the Tacoma Link area and through street teams during the first weeks of expanded Tacoma Link service as the new fare is implemented.

The full Title VI analysis is available in the “2021 Tacoma Link Fare Equity Analysis Report.”

Public involvement

In the summer of 2021, staff implemented a public outreach effort to bring these two fare options forward for community input.

The goals of the public outreach effort were to:

- Inform the public of the fare change options and of the ways to provide feedback
- Receive feedback from a diverse set of stakeholders, including traditionally under-represented and hard to reach communities, on their fare change preferences.

To achieve these goals, staff undertook outreach activities that ran from June 23 through July 25th, 2021. Staff informed stakeholders, community and regional partners, passengers and the general public of the proposed fare changes and invited feedback through a variety of methods, listed below.

- Sound Transit website; online open house
- On-board and station signage
- Paid advertising in local and community media
- Social media
- Press releases and earned media
- Email and text updates to alert list subscribers
- Live briefings and multi-lingual share kits offered, including fact sheets in 4 languages distributed to community stakeholders and regional partners

Members of the public were encouraged to provide input and feedback on these options through a variety of channels:

- Phone, mail and email
- An on-line survey
- A Public Hearing held on July 15

Snapshot of the public engagement

- More than 250 multi-lingual share kits distributed
- Survey and fact sheets available English, Spanish, Korean and Vietnamese
- Over 3900 visits to the English project web page
- Over 1200 visits to the Spanish project web page
- Over 1100 visits to the Vietnamese project web
- ST received 12 email comments and 564 survey responses

Public feedback clearly supported Fare Option 1:

- 78 percent thought Option 1 was “Easy to Understand” compared with 60 percent for Option 2
- 52 percent found Option 1 to be “Equitable for Riders” while only 24 percent thought Option 2 was equitable
- 71 percent rated Option 1 to be “Affordable for Me” while 55% thought Option 2 was affordable; and
- 53 percent agreed that they “Like” Option 1, with only 20% agreeing they like Option 2.

More detail on the outreach and results can be found in the “Tacoma Link 2022 Fare Change Public Engagement Report.”

Time constraints

The Federal Transit Administration (FTA) requires board review and acceptance of Title VI equity analyses of proposed fare changes. Further, FTA requires that service and fare equity analyses will be conducted six months prior to the beginning of revenue operations for New Start, Small Start, or other new fixed guideway capital projects. A one-month delay in a Board decision could put this six-month lead time in jeopardy for the first quarter 2023 opening of the Tacoma Link extension.

Prior Board/Committee actions

Resolution No. R2022-20: (1) Established a Zero Youth fare on Sound Transit services effective September 1, 2022 by superseding the fare rates established in Resolution No. R2020-28 for youth riders on all Sound Transit services with \$0, as shown in Attachment A and (2) directed staff to develop a report of Youth ORCA ridership on an annual basis.

Resolution No. R2020-28: (1) Adopted new, lower fares for Low Income Adults, Youth, Seniors and People with Disabilities for Sounder commuter rail effective March 1, 2021, and (2) superseded the fare rates established in Resolution No. R2018-05 with the rates established by this action as shown in Attachment A.

Resolution No. R2016-10: (1) Amended Resolution No. R2013-24 to maintain a fare structure for Tacoma Link light rail of \$1.00 for the Adult fare category, \$0.75 for the Youth fare category, and \$0.50 for the Senior/Disabled fare category until the start of service for the Tacoma Link Expansion project, and (2) authorized an agreement with the City of Tacoma or designee for compensation of the net fare revenue of \$29,000 each year until Tacoma Link Expansion service begins to allow Tacoma Link service to continue to operate as fare-free.

Motion No. M2014-36: Authorized an agreement with the Tacoma Business and Industry Association to compensate Sound Transit for fare free service on Tacoma Link.

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

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

Resolution No. R99-2: Established fare policy, pricing for fares related to Sound Transit public transportation services, a proof of payment system and a schedule of fines and penalties for civil infractions for non-payment of fares on Sound Transit rail services, and authorizing the Executive Director to establishing fare free service where the cost of revenue collection is greater than the revenue to be collected or where Sound Transit has entered into an agreement with a local jurisdiction to cover lost revenue. The cost of revenue collection on the initial 1.6-mile segment of the Tacoma Link line from the Tacoma Dome to downtown Tacoma was determined to be greater than the revenue that would be collected on this segment.

Environmental review – KH 5/24/22

Legal review – AJP 10/14/22



Resolution No. R2022-29

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) adopting new fare rates and fare structure for Tacoma Link Fares effective with the opening of the Tacoma Link light rail extension in 2023, and (2) superseding the fare rates established in Resolution No. R2016-10, and Resolution No. R2020-28 as amended by Resolution No. R2022-20, with the rates established by this action as shown in Attachment A.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

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

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

WHEREAS, in 1999, the Sound Transit Board designated Tacoma Link service as fare-free based on an analysis which concluded that fare collection costs would exceed the revenues to be gained from charging fares; and

WHEREAS, in June 2013, the Sound Transit Board was presented with an updated preliminary analysis indicating that charging a base adult fare from \$1.00 to \$2.00 on Tacoma Link would generate sufficient revenue to cover the costs of fare collection plus provide additional funds to help offset the overall costs of Tacoma Link operations; and

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

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

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

WHEREAS, to comply with FTA regulations and regional policy, youth fares will be no more than 75 percent of adult fares and senior/disabled fares will be no more than 50 percent of an adult fare; and

WHEREAS, in September 2013, the Board approved Resolution No. R2013-24 establishing a \$1.00 adult fare, a \$0.75 youth fare, and a \$0.50 reduced fare for seniors, persons with disabilities and Medicare card holders to be implemented in September 2014 and a \$1.50 adult fare, \$0.75 youth fare, and \$0.75 reduced fare for seniors, persons with disabilities and Medicare card holders to be implemented in September 2016; and

WHEREAS, the Tacoma Link Expansion will expand the Tacoma Link system from the Theater District Station in Tacoma to the Hilltop neighborhood to provide transit access between and within high-growth population areas and employment centers; and

WHEREAS, the Tacoma Link Expansion will help meet growing transit and mobility demands and strengthen transportation linkages in the major urban employment and residential centers of downtown Tacoma by providing fast, reliable, all-day transit access to major employment and activity centers; and

WHEREAS, Sound Transit fare policy adopted under Resolution No. R2010-10 allows fare-free service under a number of conditions, including when local jurisdictions and Sound Transit establish an agreement to cover lost revenue; and

WHEREAS, in 2014 through Motion No. M2014-36 the Board authorized an agreement with the City of Tacoma or designee to receive compensation to allow Tacoma Link service to continue to operate as fare-free for two years until September 2016; and

WHEREAS, the City of Tacoma or designee has requested that Sound Transit enter into an agreement covering the period from September 2016 through the start of service of the Tacoma Link Expansion to compensate Sound Transit for the net revenue of \$29,000 per year in exchange for maintaining Tacoma Link as a complimentary service to riders; and

WHEREAS, in April, 2016, the Board adopted Resolution No. R2016-10 (1) amending Resolution No. R2013-24 to maintain a fare structure for Tacoma Link light rail of \$1.00 for the Adult fare category, \$0.75 for the Youth fare category, and \$0.50 for the Senior/Disabled fare category until the start of service for the Tacoma Link Expansion project, and (2) authorizing an agreement with the City of Tacoma or designee for compensation of the net fare revenue of \$29,000 each year until Tacoma Link Expansion service begins to allow Tacoma Link service to continue to operate as fare-free; and

WHEREAS, Resolution No. R2016-10 provided that a new action will be proposed to the Sound Transit Board prior to opening of Tacoma Link Expansion service to establish the fare levels; and

WHEREAS, Sound Transit is committed to providing opportunities for public involvement and conducting equity analyses of potential impacts to minority and low-income populations before considering fare changes and a Fare Equity Analysis has been reported to the Board; and

WHEREAS, public input received via public outreach events, email, the Sound Transit website, telephone an online survey and a public hearing has been reported to the Board; and

WHEREAS, Resolution No. R2022-20 established a zero Youth fare on Sound Transit services effective September 1, 2022.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The following rates of fare are established for Tacoma Link service effective with the opening of the Tacoma Link light rail extension in 2023:


Flat-rate fares of \$2.00 Adult, \$1.50 Low Income Adult (ORCA LIFT), \$0 Youth and \$1.00 Senior/Persons with Disability.

Section 2: The fare rates established in Resolution No. R2016-10, and Resolution No. R2020-28 as amended by Resolution No. R2022-20, are superseded with the rates established by this action as shown in Attachment A.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 27, 2022.



Kent Keel
Board Chair

ATTEST:


Kathryn Flores
Board Administrator



Resolution No. R2022-29 Attachment A: Revised Fare Structures

Replacing fare rates established in Resolution No. R2020-28

Tacoma Link Fares (Current as of April 28, 2016):

Tacoma Link is currently operated as free fare service per Resolution No. R2016-10 based on the following fares.

	Fare
Adult	\$1.00
Low Income Adult	--
Youth	\$0.75
Seniors/Persons with Disability	\$0.50

Upon the start of service for the Tacoma Link light rail extension in 2023, fares will be:

	Fare
Adult	\$2.00
Low Income Adult	\$1.50*
Youth	\$0
Seniors/Persons with Disability	\$1.00

*Per Motion No. M2022-27, Tacoma Link Low Income Adult fares will be \$1.00 for a six-month period, from September 1, 2022 through February 28, 2023. During the six-month period the Board will consider whether to implement this change permanently.



Souder Commuter Rail Fares (Current as of September 1, 2022):

Souder South (Lakewood-Seattle)

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

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

Souder North (Everett-Seattle)

Adult	Everett	Mukilteo	Edmonds	Seattle
Everett		\$3.25	\$4.00	\$5.00
Mukilteo	\$3.25		\$3.75	\$4.50
Edmonds	\$4.00	\$3.75		\$4.00
Seattle	\$5.00	\$4.50	\$4.00	

Low Income Adult: All one way Low Income Adult fares are \$1.50*

Youth: All Youth fares are \$0

Seniors/Persons with Disability: All one way Link fares for Seniors/Persons with a Disability are \$1.00

*Per Motion No. M2022-27, Souder Low Income Adult fares will be \$1.00 for a six-month period, from September 1, 2022 through February 28, 2023. During the six-month period the Board will consider whether to implement this change permanently.



Link Light Rail Fares (Current as of September 1, 2022):

Adult:

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

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

Low-Income Adult: All one way Low Income Adult fares are \$1.50*

Youth: All Youth fares are \$0

Seniors/Persons with Disability: All one way Link Fares for Seniors/Persons with a Disability are \$1.00

*Per Motion No. M2022-27, Link Low Income Adult fares will be \$1.00 for a six-month period, from September 1, 2022 through February 28, 2023. During the six-month period the Board will consider whether to implement this change permanently.



ST Express Bus Fares (Current as of September 1, 2022):

	Fare
Adult	\$3.25
Low Income Adult	\$1.50*
Youth	\$0
Seniors/Persons with Disability	\$1.00

*Per Motion No. M2022-27, ST Express Low Income Adult fares will be \$1.00 for a six-month period, from September 1, 2022 through February 28, 2023. During the six-month period the Board will consider whether to implement this change permanently.