



AAC

Accessibility Advisory Committee

600 Fifth Street NW
Washington, DC 20001
202-962-6060

AGENDA
TUESDAY, January 17, 2012

SPECIAL MEETING

- 4:00 p.m. Call to Order and Introductions
 – Patrick Sheehan, Chairman
- 4:05 p.m. MetroAccess Fare Media Exchange Update
 Raj Srinath, Treasurer
- 4:20 p.m. AAC MetroAccess Fare Policy Discussion
- 5:30 p.m. MetroAccess Subcommittee Meeting



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AAC Fare Policy Recommendations, January 2012

Based upon the AAC recommended fare policy and input from staff on possibilities that would be consistent with ADA, FTA, and Title VI, and the Board's desire to simplify fares for the customer (there are currently more than 200,000 possible fares for the same trip over a 30 minute time period using the current "fastest trip" calculation for MetroAccess), we propose the following fare structure for MetroAccess:

A base boarding fare of \$2 or less based upon the ADA requirement that it not exceed twice the fare charged on "The Bus" in Prince George's County.

We further recommend that a zone system be created to set additional distance charges. This is based upon the fact that at this time, WMATA staff is recommending a zone system for paper fare cards within the "tourist zone". We propose that WMATA staff set up a system of concentric zones for the WMATA, MetroAccess service area and that a base fare less than \$2.01 be charged to board the vehicle and that travel within the boarding zone be that amount. However, a charge may be added when travel crosses a zone border. The distance between borders and the charge to cross zones would be calculated by WMATA staff based on the need for revenue generation and the financial impact on the riders.

For the current year, the average fare per trip has been \$4.85 and the maximum fare was capped at \$7. Because of the adverse economic impact of the \$7 cap on the low income customers of MetroAccess, we request that a lower cap be considered for MetroAccess rides in 2012.

These recommendations will meet the principles set out in our previous recommendation and are in line with those set by the Board, ADA, FTA and Title VI.

AAC RECOMMENDED FARE POLICY PRINCIPLES

The AAC wants to continue to work with WMATA staff to develop a MetroAccess fare policy parallel to that being developed for bus and rail. This is critical, since compliance with the ADA requires that these fares be linked to each other. The AAC recommendations for the coming budget year's MetroAccess fares will be based upon compliance with the following three cornerstones: WMATA Fare Policy Principles, ADA requirements, and compliance with Title VI.

The WMATA Principles that should be applied are:

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Establish equitable fares and ensure compliance with federal regulations
4. Generate adequate revenue while maximizing ridership

The ADA language that should be adhered to:

§ 37.131 Service criteria for complementary paratransit.

(c) Fares. The fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (i.e., without regard to discounts) for a trip of similar length, at a similar time of day, on the entity's fixed route system.

Metro's Title VI Policy Statement that should be followed:

The Washington Metropolitan Area Transit Authority (Metro) is committed to ensuring that no person is excluded from participation or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended.

The AAC recommends that impacts on persons with disabilities be considered by Metro during reviews required by changes to fare policy and service.

The AAC recommends that the impacts on low-income MetroAccess riders also be considered by Metro when there are changes to fare policy and service.

FY2013 Proposed Operating Budget Page 6

Proposed Budget (\$ in millions)

	FY2012	FY2013	CHANGE	Budget	Budget \$ %
Base Revenue					
MetroRail Passenger Fare	\$582	\$572	(\$11)	-2%	
MetroBus Passenger Fare	\$125	\$132	(\$7)	6%	
MetroAccess Passenger Fare	\$6	\$8	(\$2)	28%	MACS Increased 28%

How will there be a 28% increase in MetroAccess revenues when ridership has been reduced in 2012???

Fare Policy Principles Pages 11- 12

1. Ensure and enhance customer satisfaction **Not true for MetroAccess**
2. Establish a mechanism to allow customers to determine their fares easily **Not true for MetroAccess**
4. Establish equitable fares and ensure compliance with federal regulations **Not true for MetroAccess**
7. Generate adequate revenue while maximizing ridership **Not true for MetroAccess**

Fare Proposal Objectives Page 11-12

Comply with Board-approved fare policy principles

- Simplify fares for customers **Not true for MetroAccess**
- Apply fare adjustments equitably **Not true for MetroAccess**

Fare Recommendation Pages 13- 15

Metrorail

- Change paper fare card pricing to two-period, flat-fare system
- \$6 for all paper fare card trips during the peak period
- \$4 for all paper fare card trips during the off-peak period

Perhaps MACS fares could be some multiple of these up to 2X???

Metrobus

- \$2 for local / limited-stop bus
- \$4 for express bus, no change to Airport routes

Perhaps MACS fares could be some multiple of these up to 2X??? If permitted by the \$1 Prince Georges County Transportation System "The Bus"

MetroAccess

- No change to current pricing calculation

MAJOR PROBLEM WITH CURRENT SYSTEM COMPLEXITY AND ACCURACY

- Fares adjusted according to increases to rail and bus fares

WHY NOT USE PERCENTAGE OF PAPER CARD CHARGES????

- Increase max fare by CPI

Benefits of Recommendations

- Simplification for the customers

Not for MetroAccess

- Decreases number of rail fare combinations from over 44,000 to fewer than 15,000

Not for MetroAccess still more than 100,000 combinations/half hour

- Generates \$66 M in additional revenue

Much of it from MACS???

MetroAccess Fare Policy
(Draft of Additional Recommendation)

Based upon the January 12th discussion of the General Manager's proposed 2013 Budget with the Finance Committee, we are modifying our recommendation for the MetroAccess fare policy. We recommend an alternative to the zone recommendation, should the Board choose to use the General Manager's proposal of a two level flat fare for paper media on rail. We recommend a flat fare of \$4.00 during non-peak hours (twice the non-peak paper charge) and a flat fare of \$4.80 (1.2 times peak paper charge and the approximate average MACS fare paid in 2012). This would simplify the fare calculation for riders and should provide sufficient recovery funds for WMATA.

Motion 2

We request that the MetroAccess fare be placed on the Docket for discussion by the Board and at the Public hearings.