Fare Policy Development
Metrorail and Metrobus Fare Structures

Riders’ Advisory Council

November 2, 2011
Purpose

• Review existing fare structure

• Describe new model developed to inform future fare policy conversation
  – Estimate ridership and revenue impacts
  – Assess implications of policy concepts

• Describe possible future fare structure concepts under evaluation
Timing: Supports Current Initiatives

• Address customer feedback from October 2010 focus groups
  – A more simple time- and distance-based system

• Prepare for New Electronic Payment Program (NEPP) currently underway
  – Open payment systems expensive to develop for complex fare structures

• Maximize adherence of fare structure to Board's fare policy principles adopted November 2010

• Develop the upcoming FY13 budget
Current Rail Fare Structure

**Number of Fare Options:**

<table>
<thead>
<tr>
<th>Distance</th>
<th>86x86</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time of Day</td>
<td>x3</td>
</tr>
<tr>
<td>Paper/ST</td>
<td>x2</td>
</tr>
<tr>
<td>Full Fare/E&amp;D</td>
<td>x2</td>
</tr>
</tbody>
</table>

**Combinations**

- **First 3 Miles:** $1.95 (Peak “regular”)
- **First 7 Miles:** $1.60 (Off-Peak “discounted”)
- **Next 3 Miles:** $0.55
- **More than 10:** $0.60
- **More than 6:** $0.265/mile

Elderly and Disabled: ÷ 2
Current Rail Fare Structure

- A complex fare structure provides the opportunity for high social equity
- Metro Board has historically favored equity over simplicity
Fare Policy Principles

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Optimize the use of existing capacity
4. Establish equitable fares and ensure compliance with federal regulations
5. Facilitate movement between modes and operators throughout the region
6. Encourage the use of cost-effective media
7. Generate adequate revenue while maximizing ridership
Fare Model & Evaluation Process

Metro Board
- Fare Policy Principles
- Historical Data
- Fare Concepts

Metro Riders
- Rider Survey
- Evaluation Criteria

Stakeholders
- Staff/JCC Survey
- Rider Preferences
- Criteria Weights

Fare Model
- Estimated Impacts
Fare Structure Concept:
Higher Fare on Premium Bus

Details
• Higher fare for Priority Corridor Network “Metro Express” limited stop routes
• No changes to rail

Implications
• Riders willing to pay more for faster trips
• Would reduce crowding on popular new services while raising revenue
• Increases complexity instead of reducing it

*Concept under evaluation, not a proposal*
Fare Structure Concept: Integrated Transfer System

Details

- Rail to bus transfer is free
- Bus to rail transfer upgrade
  - Upon exit of rail system, pay rail fare minus bus fare

Implications

- Improves customer convenience
- Promotes intermodal travel
- Would require fare increase to be revenue neutral

*Concept under evaluation, not a proposal*
Fare Structure Concept: Integrated Monthly Passes

Details

• Unlimited-ride pass program (rail and bus)
• Pass cost = 40x cost of an individual rider’s “usual” linked trip

Implications

• Improves customer convenience
• Encourages off-peak travel
• High level of interest
• Possible revenue loss but increased guaranteed revenue

Buy a monthly pass for your regular commute trip, get “free nights and weekends!”

Concept under evaluation, not a proposal
Fare Structure Concept: **Eliminate POP Rail Surcharge**

Details

- Remove Peak of the Peak (POP) surcharge on rail
- No changes to bus

Implications

- POP highly unpopular among riders
- Simpler for riders
- Lower development cost for NEPP
- Reduction in revenue

*Concept under evaluation, not a proposal*
Fare Structure Concept: 
Zone-Based Rail Fares

Details
- 5 concentric zones
- Peak/off-peak differential
- Based on blogger proposal
- No changes to bus

Implications
- May be simpler for riders
- Could raise equity concerns
- May result in lower development costs for NEPP

Map by Matt Johnson for Greater Greater Washington.

Concept under evaluation, not a proposal
Fare Structure Concept: Flat Rail Fares

Details:

- Rail Fare = $2.70
- Calculated for revenue neutrality
- No time of day differential
- Maintain Paper Surcharge and ADA Fares
- No changes to bus

Implications:

- Unpopular yet simplest for riders
- Raises rider and jurisdictional equity considerations
- Lowest development cost for NEPP

*Concept under evaluation, not a proposal*
Other Concepts Being Evaluated

- Stored value bonus & minimum on-board loads
- New passes
  - 1-day, 7-day, monthly
  - Bus, rail, combo
- Rail reverse-commute discounts
- High/flat fare for paper farecards
- Round rail fares to $0.25
- Fixed rail charge per station
- Additional zone configurations
- Flat fare with off-peak differential
Next Steps

• Develop Equity Modules
  – Title VI
  – Subsidy Allocation

• Refine and test fare structure scenarios
  – Fare levels
  – Passes and other payment options
  – Underlying Metrorail and Metrobus fare structures

• Staff recommendation: January 2012
Appendix

- Current Fare Structure assessed for alignment with Fare Policy Principles
## Fare Policy vs. Current Fare Structure

<table>
<thead>
<tr>
<th>Fare Policy Principles</th>
<th>Applicable Fare Structure</th>
<th>Alignment</th>
</tr>
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</table>
| 1. Ensure and enhance customer satisfaction | • Discounted transfers between modes  
• Customer savings from using SmarTrip® | + Customers appreciate SmarTrip®  
- POP disliked by riders  
- Distance-based fares deemed complicated  
Customers prefer simple fare structure |
| 2. Establish a mechanism to allow customers to determine their fares easily | • Fare tables posted at rail stations  
• On-line trip planner  
• Passes available for rail and bus  
• Flat-fee bus boarding charge | + Customers appreciate passes  
+ One-day rail pass use increased over previous year  
- Riders find station fare charts difficult to understand  
- Customers want to be able to explain fare structure to non-frequent riders |
| 3. Optimize the use of existing capacity | • Regular fares vs discounted fares  
• Peak-of-the-peak (POP) | + Discounted fare encourages off-peak and weekend ridership  
- POP surcharge not resulting in expected time-of-day shifts |
| 4. Establish equitable fares and ensure compliance with federal regulations | • Rail fares are based on distance traveled  
• Seniors and persons with disabilities (ADA) discounts  
• Student SmartPass & DC student farecard  
• MetroAccess fares equal twice the equivalent fixed route | + New fare structure successfully underwent Title VI analysis  
+ Increase in ADA ridership over previous year |
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<tr>
<td>5. Facilitate movement between modes and operators throughout the region</td>
<td>• Regional use of SmarTrip® Card</td>
<td>Unable to assess due to Nextfare3 data storage format, subsequent analyses will evaluate how fare changes impact transfer behavior</td>
</tr>
<tr>
<td></td>
<td>• Bus-to-bus transfer with free 2 hour window</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Rail-to-bus and bus-to-rail transfer discount</td>
<td></td>
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<tr>
<td></td>
<td>• Bus pass revenue sharing</td>
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<tr>
<td>6. Encourage the use of cost-effective media</td>
<td>• Paper fare media surcharge (rail)</td>
<td>+ Surcharges resulted in significant increase of SmarTrip® use</td>
</tr>
<tr>
<td></td>
<td>• Cash surcharge on bus</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• New bus passes on SmarTrip® card</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• All transfers require SmarTrip® card</td>
<td></td>
</tr>
<tr>
<td>7. Generate adequate revenue while maximizing ridership</td>
<td>• Distance-based regular fare (rail)</td>
<td>+ Fare increase resulted in negligible change in rail ridership</td>
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<tr>
<td></td>
<td>• Discounted fares during mid-day, evening, and weekends (rail)</td>
<td>+ Average rail trip length unchanged despite increases in distance-based fare</td>
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<td>• Regular fare charge from midnight to close (rail)</td>
<td>+ Large fare increases for special rail and bus service (after-midnight rail, airport bus) raised revenue without significant decrease in ridership</td>
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<td>• New provision allows for special fares for special events</td>
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