Evaluation Framework: Base the fares on the customer not the system's service.

Legislative Direction	Evaluation: Fare System (includes fare media, interoperability, and structure)	How Measure
Recognize each travel shed is	Reflects differences in	WSTC route/travel shed based surveys
unique and might not have the	Customer base (i.e. recreational vs. commuter)	 WSF origin and destination studies
same farebox recovery and the	Walk-on vs. drive-on ridership	Ridership statistics – demand management
same pricing policies.	Demand management needs	Reservations – affect on demand management
	Planned reservation system	
Generate revenue required by	Focuses on fares that	Revenue reports
biennial budget	Generate greatest revenue systemwide	Fare system costs
	 Standard vehicle – 67% of revenue 	
	 Single –trip fares – 70% of revenue 	
	Generate greatest revenue by travel shed/route	
	Maximize capacity utilization – vehicle deck	
	Minimum fare system costs	
Consider impacts on users,	Acknowledges needs of	Household focus – how much are households
capacity, and local communities	Regular ferry customers – yearly cost of use	spending on WSF (survey)
	Ferry dependent communities – islands	Public hearings
	Economic impact on ferry communities	
	Special populations	
	Ability to meet federal requirements	
Keep fare schedules as simple as	Focuses on customer	• Surveys
possible	Customer can understand fare	
	Removes barriers to purchase	
	Allows use of multiple payment methods	
	Interoperable with other state and transit systems	
Consider options to use pricing to	Based on other policy goals	The degree to which the demand management
level vehicle peak demand &	Reflect differences in travel sheds	strategy or pricing strategy changes behavior.
increase off-peak ridership	Consider revenue	
	Consider impact on users	
	Keep fares understandable	