

APPENDIX M • TRANSIT FARE STRUCTURE

The following is a description of the proposed fare structure for the North South Transportation Initiative's transit alternatives. These alternatives include commuter rail, express bus and light rail in the Greater Cincinnati and Greater Dayton regions. The fares presented in this document are for the travel demand modeling effort and are not the recommended fares for a final proposed plan.

In subsequent project phases beyond this MIS, the fare policy should be refined in a detailed trade-off analyses, which will evaluate the fares in terms of their impacts on ridership, transportation impacts, cost recovery and other factors. The eventual fares of any transit elements implemented will of course, be set based on policy decisions made by the agencies operating and funding the services at the time of implementation.

In creating a fare structure, an analysis was completed to compare fares for commuter rail, light rail, and express bus service in other cities, as well as the fares previously established for the I-71 light rail alignment. Factors were taken into consideration such as the length of the system, the use of zones, and the cost of living in the region. The table below shows a bus fare comparison for local transit authorities (the Southern Ohio Regional Transit Authority, the Transit Authority of Northern Kentucky, and the Miami Valley Regional Transit Authority). Ultimately, it may be necessary for the transit authorities to share fare rates in order to allow for seamless transfers between systems.

Existing Bus Fares

	TANK	SORTA/Metro	MVRTA
Weekday One-Way Fares			
Rush Hour (6-9am & 3-6pm)/Non-rush Hour	\$1.00	\$0.80/\$0.65	\$1.00
2 Zone Fare	-	\$1.10/\$0.95	-
3 Zone Fare	-	\$1.40/\$1.25	-
4 Zone Fare	-	-	-
Transfer Charge	Free	\$0.10	Free
Weekend & Holiday One-Way Fares			
	-	\$0.50	-
Discount One-Way Fares			
Seniors/Disabled	\$0.35	\$0.40	-
Children	\$0.50	\$0.40	\$0.50
Transfer to Other System	\$0.40	\$0.40	-
Transfer Charge, Weekdays	-	\$0.10	Free
Pass			
Monthly One Zone	\$35.00	(weekdays only) \$32.00	\$25.00
Monthly Two Zones	-	\$44.00	-
Monthly Three Zones	-	\$70.00	-
Monthly Four Zones	-	-	-
Weekend Pass (Four Zones)	-	(weekends only) \$8.00	-
Weekly	-	-	\$7.50
Children, Seniors, Disabled	\$15.00	-	\$18.00
Tokens and Ticket Books			
10 One-Way Tokens (Adults)	-	-	\$8.00
10 One-Way Tokens (Children)	-	-	\$5.00
10 One-Way Ride Ticket Book (Adult)	\$9.00	-	-
10 One-Way Ride Ticket Book (Student)	\$6.00	-	-

Express Bus

Seven proposed express bus routes that were modeled for the North South Transportation Initiative:

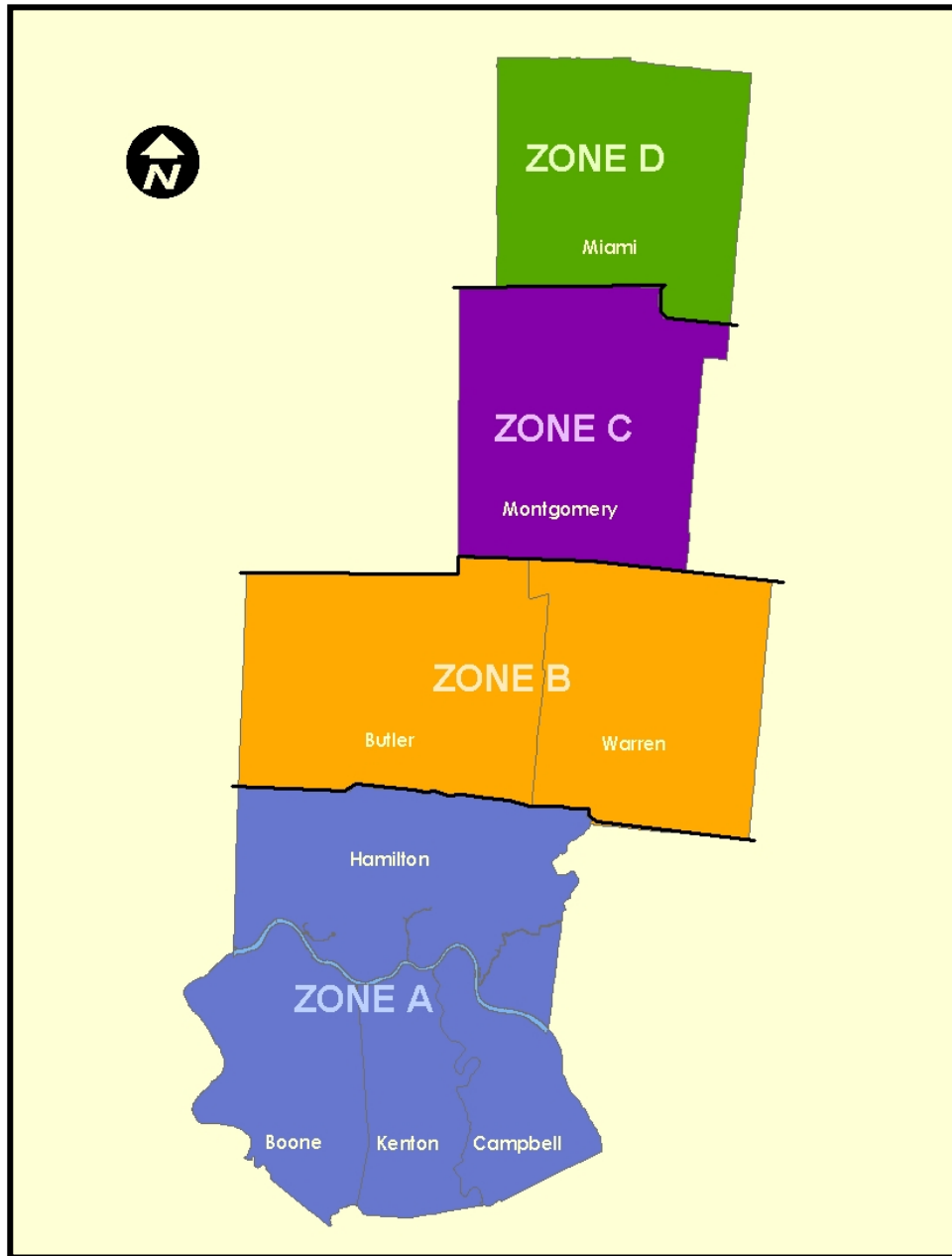
- **Dayton Express** (Dayton - South Dayton - Springboro - Monroe - Cincinnati)
- **Middletown Express** (Middletown - Hamilton - Tri-County - Cincinnati)
- **College - City Express** (Middletown - Hamilton - Tri-County - UC / Uptown)
- **Northern Kentucky - UC Express** (Florence - Cincinnati - UC / Uptown)

- **CVG Airport Express** (Tri-County - Cincinnati - CVG Airport)
- **Piqua Express** (Piqua - Troy - Tipp City - DAY Airport - Dayton - South Dayton)
- **DAY Airport Express** (Middletown - Springboro - South Dayton - Dayton - DAY Airport)

Proposed fares for express bus service will be determined on a zonal basis (Figure 1). The proposed fares are detailed in the table on the following page. Express bus fares were examined in Maryland, Portland, San Jose, and the Greyhound Bus Lines. Greyhound's fares were compared using stops between Cincinnati, Sharonville, and Dayton.

Fare rates were chosen for the OKI/MVRPC regions to match those of the commuter rail alternative to obtain a fair comparison of their performance in the travel demand model.

Figure 1: Proposed I-75 Express Bus and Commuter Rail Transit Zones



Proposed I-75 Express Bus Fares Compared with Other Cities

City/Operator	Type of Pass	Fare (by zone)			
		1	2	3	4
Maryland Transit Administration <i>(zones approximately 20 miles)</i>	One Way Fare	\$2.35	\$2.85	\$3.35	\$3.85
	Day Pass	\$5.00	\$6.00	\$7.00	\$8.00
	Monthly Pass	\$80.00	\$97.00	\$114.00	\$131.00
	Senior/Disability (1-way)	\$1.45	\$1.95	\$2.45	\$8.00
Tri-Met Portland	One Way Fare	\$1.15	\$1.45		
Santa Clara Valley Transportation Authority San Jose	One Way Fare (adult)	\$2.00			
	One Way Fare (youth)	\$0.70			
	One Way Fare (senior/disabled)	\$0.40			
	Day Pass Fare (adult)	\$5.00			
	Day Pass Fare (youth)	\$1.75			
	Day Pass Fare (senior/disabled)	\$1.00			
Greyhound Lines Dayton to Cincinnati <i>(approximately 50 miles)</i>	One Way Fare	\$12.25			
	Round Trip Fare	\$21.25			
Sharonville to Cincinnati <i>(approximately 11 miles)</i>	One Way Fare	\$7.25			
	Round Trip Fare	\$13.25			
Proposed Express Bus MVRPC/OKI	One Way Fare (adult)	\$2.00	\$3.00	\$4.00	\$5.00
	One Way Fare (youth/senior/disabled)	\$1.00	\$1.50	\$2.00	\$2.50
	Weekly Pass	\$20.00	\$30.00	\$40.00	\$50.00
	Monthly Pass (adult)	\$80.00	\$120.00	\$160.00	\$200.00
	Monthly Pass (youth/senior/disabled)	\$40.00	\$60.00	\$80.00	\$100.00
	Transfers	Free	Free	Free	Free

Commuter
Rail –
Cincinnati to
Piqua

It is assumed for modeling purposes that commuter rail service will run four trains during both the morning and evening peak periods. Proposed fares for commuter rail service will be determined on a zonal basis, identical to that used for express bus service (Figure 1).

The table on the following page lists the fare structure for existing commuter rail services in Dallas/Ft. Worth, Northern Virginia, Maryland, and the Seattle/Tacoma region. The costs range from \$1.00 to \$4.20, for a one-way trip within two zones. We recommend that the Cincinnati-Piqua fares be similar to the Seattle/Tacoma fare structure because of the similarities in the regions.

Proposed I-75 Commuter Rail Fares Compared with Other Cities

City/Operator	Type of Pass	Fare (by zone)					
		1	2	3	4	5	6
Trinity Railway Express Dallas/Ft. Worth, Texas	One Way Fare (zones approximately 15-20 miles)	\$1.00	\$2.00				
	Day Pass	\$2.00	\$4.00				
	Monthly Pass	\$30.00	\$60.00				
	Senior/Disability/Student (1-way)	\$0.50	\$1.00				
Virginia Rail Express Fredericksburg Line Fares* * Fares designated up to 9 zones	One Way Fare (zones approximately 5-6 miles)	\$3.75	\$4.20	\$4.60	\$4.95	\$5.40	\$5.80
	10 Trip Pass	\$31.05	\$34.45	\$37.75	\$41.15	\$45.45	\$48.95
	Monthly Pass	\$107.35	\$118.00	\$130.60	\$142.25	\$157.20	\$169.10
Manassas Line Fares	One Way Fare (zones approximately 5-6 miles)	\$3.75	\$4.20	\$4.60	\$4.95	\$5.40	\$5.80
	10 Trip Pass	\$31.05	\$34.45	\$37.75	\$41.15	\$45.45	\$48.95
	Monthly Pass	\$107.35	\$118.00	\$130.60	\$142.25	\$157.20	\$169.10
Sounder Seattle/Tacoma, Washington	One Way Fare (adult) (zones approximately 15-20 miles)	\$2.00	\$3.00	\$4.00			
	One Way Fare (youth: 5-18)	\$1.50	\$2.25	\$3.00			
	One Way Fare (senior/disabled)	\$1.00	\$1.50	\$2.00			
	Day Pass (adult)	\$4.00	\$6.00	\$8.00			
	Day Pass (youth: 5-18)	\$3.00	\$4.50	\$6.00			
	Day Pass (senior/disabled)	\$2.00	\$3.00	\$4.00			
	Weekly Pass (adult)	\$20.00	\$30.00	\$40.00			
	Weekly Pass (youth: 5-18)	\$15.00	\$22.50	\$30.00			
	Weekly Pass (senior/disabled)	\$10.00	\$15.00	\$20.00			
	Monthly Pass (adult)	\$72.00	\$108.00	\$144.00			
Monthly Pass (youth: 5-18)	\$54.00	\$81.00	\$108.00				
Monthly Pass (senior/disabled)	\$36.00	\$54.00	\$72.00				
MARC Train Maryland	Fares vary based upon the point of departure to the destination in Maryland, West Virginia, or Washington DC areas.						
Proposed Commuter Rail Cincinnati-Piqua Free Transfers	One Way Fare (adult)	\$2.00	\$3.00	\$4.00	\$5.00		
	One Way Fare (youth/senior/disabled)	\$1.00	\$1.50	\$2.00	\$2.50		
	Weekly Pass	\$20.00	\$30.00	\$40.00	\$50.00		
	Monthly Pass (adult)	\$80.00	\$120.00	\$160.00	\$200.00		
	Monthly Pass (youth/senior/disabled)	\$40.00	\$60.00	\$80.00	\$100.00		

Light Rail/Bus Rapid Transit

Light rail systems will be modeled for both the OKI and the MVRPC regions and a BRT alternative will be coded in the MVRPC region. In Cincinnati, it is proposed that the I-75 LRT line will share a segment with the I-71 LRT from 12th Street in Northern Kentucky to the Xavier University station, while the north end of the line extends to West Chester at Union Center. The proposed LRT and BRT lines in Dayton will extend from SR 73 in Springboro to the Dayton International Airport.

In other cities that were examined for this report, LRT systems in Baltimore, Cleveland, Dallas/Ft. Worth, and St. Louis were not set up on a zonal basis, with the exceptions of Pittsburgh and Portland. However, the fares differed for children, the elderly, and disabled from the adult fares.

It is recommended that both LRT lines in Cincinnati code a rate in the travel demand model of \$1.00, as is the in the proposed I-71 LRT system. The proposed fare structure from the I-71 Light Rail Alignment, suggests an integrated fare system for TANK, SORTA, and LRT.

In the MRRPC region it is recommended to code an average boarding fare of \$1.00 for the LRT and the BRT alternative. This will provide a good comparison of the model results of the two alternatives.

It is recommended that the transit authorities in both MPO regions consider integrating their fare systems to allow for seamless transfers between buses, express bus, LRT / BRT, and commuter rail routes.

Proposed I-75 Light Rail Fares in Other Cities

City/Operator	Type of Pass	Fare (by zone)	
		1	2
Maryland Transit Administration Baltimore	One Way Fare	\$1.35	
	Day Pass	\$3.00	
	Weekly Pass	\$14.00	
	Monthly Pass	\$54.00	
	Senior/Disability (1-way)	\$0.45	
Greater Cleveland Regional Transit Authority Cleveland	One Way Fare	\$1.25	
	Day Pass	\$4.00	
	All Day Family Pass (1 adult & up to 3 children)	\$6.00	
	Weekly Pass	\$11.25	
	Monthly Pass	\$45.00	
	Off Peak Pass	\$7.50	
Dallas Area Rapid Transit Dallas/Ft. Worth	One Way Fare	\$1.00	
	Day Pass	\$2.00	
	Monthly Pass	\$30.00	
Bi-State Development Agency St. Louis	One Way Fare	\$1.25	
	One Way Fare with transfer	\$1.50	
	10 Ride Adult Ticket Book	\$12.50	
	One Day Pass	\$4.00	
	Weekly Pass	\$14.50	
	Monthly Pass	\$45.00	
	Elderly/Disabled	1/2 price	
Port Authority of Allegheny County Pittsburgh	Downtowner Fare (disabled/children)	\$0.60	
	Downtowner Fare (adult)	\$1.00	
	Downtowner Fare (6-9am & 4-6:30pm)	\$1.25	
	One Way Fare (disabled/children)	\$1.00	\$1.25
	One Way Fare (adult)	\$1.60	\$2.00
	One Way Fare (6-9am & 4-6:30pm)	\$2.00	\$2.50
Tri-County Metropolitan Transportation District of Oregon Portland	Two -Zone Fare	\$1.25	
	All-Zone Fare	\$1.55	
	Youth Fare* (ages 7 - 18, with identification)	\$0.95	
	Honored Citizen	\$0.60	

***I-71 and I-75 Corridor Transportation Study – Proposed Fare Structure**

	Existing Fares		Coded by KPMG (Phase 1)*			Proposed Integrated Fares
	SORTA	TANK	SORTA	TANK	LRT	
Single-Ride Bus Fare						
Peak	\$0.80	\$0.75	\$0.80	\$0.75		\$1.00
Off-peak	\$0.65	\$0.75	\$0.65	\$0.75		\$0.75
Single-Ride Rail Fare						
Peak					\$1.00	\$1.00
Off-peak					\$1.00	\$1.00
Transfer Fee – Bus						
Within system	\$0.10	Free	\$0.10	Free		Free
To other system	\$0.35	\$0.40	\$0.35	\$0.40		Free
Transfer Fee – Rail						
To rail – peak			\$0.20	\$0.25		Free
To rail – off-peak			\$0.35	\$0.25		Free
Rail > Bus			Free	Free		Free
Zone Surcharge	\$0.35 (a)	None	\$0.30 (a)	None	\$0.30 (c)	\$0.25 outside I-275 in Ohio peak period only
10-Ride Ticket Book	NA	\$7.25	Not specifically coded; assumed same as existing			\$9.00
Monthly Pass	\$32.00 (b)	\$30.00	Not specifically coded; assumed same as existing			\$40.00, \$50.00 for zone 2
Elderly & Disabled	\$0.40	\$0.35				\$0.50

- (a) Zone boundaries at Cincinnati city limits, Clermont County
- (b) \$44 & \$56 for 2 & 3 zone trips
- (c) Cincinnati city limits, except no zone surcharge for interstate LRT trips

A joint pass (SORTA & TANK) is currently sold for \$45

***I-71 LRT data courtesy of Manuel Pardon & Associates, 12/3/96**

NOTES

- 1) Note increase of local transit fares as shown in Table 1
- 2) Zone boundaries for light rail are different than for express bus and commuter rail

In a meeting held on May 23, 2002, the fare structure for the model was discussed and finalized. For light rail, the conclusion was to come up with an average fare per trip, which resulted in an \$0.80 fare (based on a \$1.00 adult fare).

Commuter rail and express bus fares were said to be okay (Zone 1: \$2, Zone 2: \$3, Zone 3: \$4, Zone 4: \$5). It was pointed out by David that when creating a fare structure for commuter rail that there needs to be more of a clear discount between weekly and monthly passes.