

# Greater Cleveland RTA Current and Proposed Fares

April 26, 2016

**RTA Mission:**

**To Provide  
Safe, Reliable, Clean, and Courteous  
Public Transportation**

Greater Cleveland Regional Transit Authority



# 2017 Budget

- Approved Budget for 2016 requires a \$7 million adjustment.
- Proposal is to accomplish through a combination of a fare increase and service cuts.
  - \$3.1 Million reduced expenses due to Service Cuts
  - \$3.5 Million in Increased fare revenue

# Public Hearings

- 15 Meetings Held
- 912 Attended
- 315 Gave Comment
- Approximately 200 Calls and Emails

# Title VI Impact Analysis of Proposed Fare Increase

- Fare equity analysis is required by FTA Circular 4702.1B (Oct. 1, 2012) and RTA Board Reso. 2013-122 (Dec. 17, 2013)
- Percent change in average fare on entire fixed-route system must be estimated from survey data
- Transit boards must consider fare equity analysis results before changing fares

# Title VI Background Information

- A disparate impact occurs if the % change for Minority riders exceeds the % change for non-Minority riders by more than 5 percentage points
- A disproportionate burden occurs if the % change for low-income riders exceeds the % change for non-low-income riders by more than 5 percentage points

# Analysis Results – August 2016 Fares

- Average fare paid by passenger sub-groups would increase from today to Aug. 2016 as shown:
  - Minority: 11.41%
  - Non-Minority 11.46%
  - Low Income 11.45%
  - Non-Low Income 11.33%
- Increases are very similar for all sub-groups

# Analysis Results – August 2018 Fares

- Average fare paid by passenger sub-groups would increase from today to Aug. 2018 as shown:
  - Minority: 22.50%
  - Non-Minority 23.15%
  - Low Income 22.44%
  - Non-Low Income 22.86%
- Increases are very similar for all sub-groups



# Conclusion

- The proposed fare adjustments for 2016 and 2018 do not have a disparate impact on Minority riders
- The proposed fare adjustments for 2016 and 2018 do not place a disproportionate burden on low-income riders



# Editorials



Quick. Name something that's stayed at the same price for the last seven years?

Up until now, RTA has managed to hold the line despite large funding cuts from the state of Ohio.

A state study recommended raising Ohio's investment which is by far the lowest among similar states, but the legislature said "no."

So, we support RTA's proposed fare increase and service cuts. Kudos to RTA for holding public hearings all over the area to hear the concerns of riders.



# Editorials

## **THE PLAIN DEALER**



There are no villains here. Calabrese must balance the budget. Fares haven't been increased for seven years and he can't depend on the state, which he accuses of being stingy – which sounds about right.

As for the No. 2 bus, it's in a poor East Side neighborhood that has been bleeding people and businesses, thus RTA customers.

They have built their lives around public transit. They need the RTA to make its cuts in such a way that they can still get around town.

# Editorials



RTA and Northeast Ohio's citizens have been failed time and time again by the state of Ohio and its lawmakers.

If Northeast Ohioans can't get to work, how can we expect to grow our regional economy and compete for jobs? The already-growing gap between the haves and the have-nots will continue to swell. Also, young professionals who prefer to abandon their cars and live in walkable urban areas with strong public transit will look beyond Cleveland as they look to grow their careers.

It's time for the state's leaders to realize they are woefully behind others when it comes to funding public transit.



# Editorials

## THE PLAIN DEALER



A public agency can't abide a \$7 million hole in its \$308 million operating budget, but the Greater Cleveland Regional Transit Authority must proceed with care, pruning underused bus and rail routes that drain money from the system while using creative ideas to get as many poor and disabled people as possible to work and school.

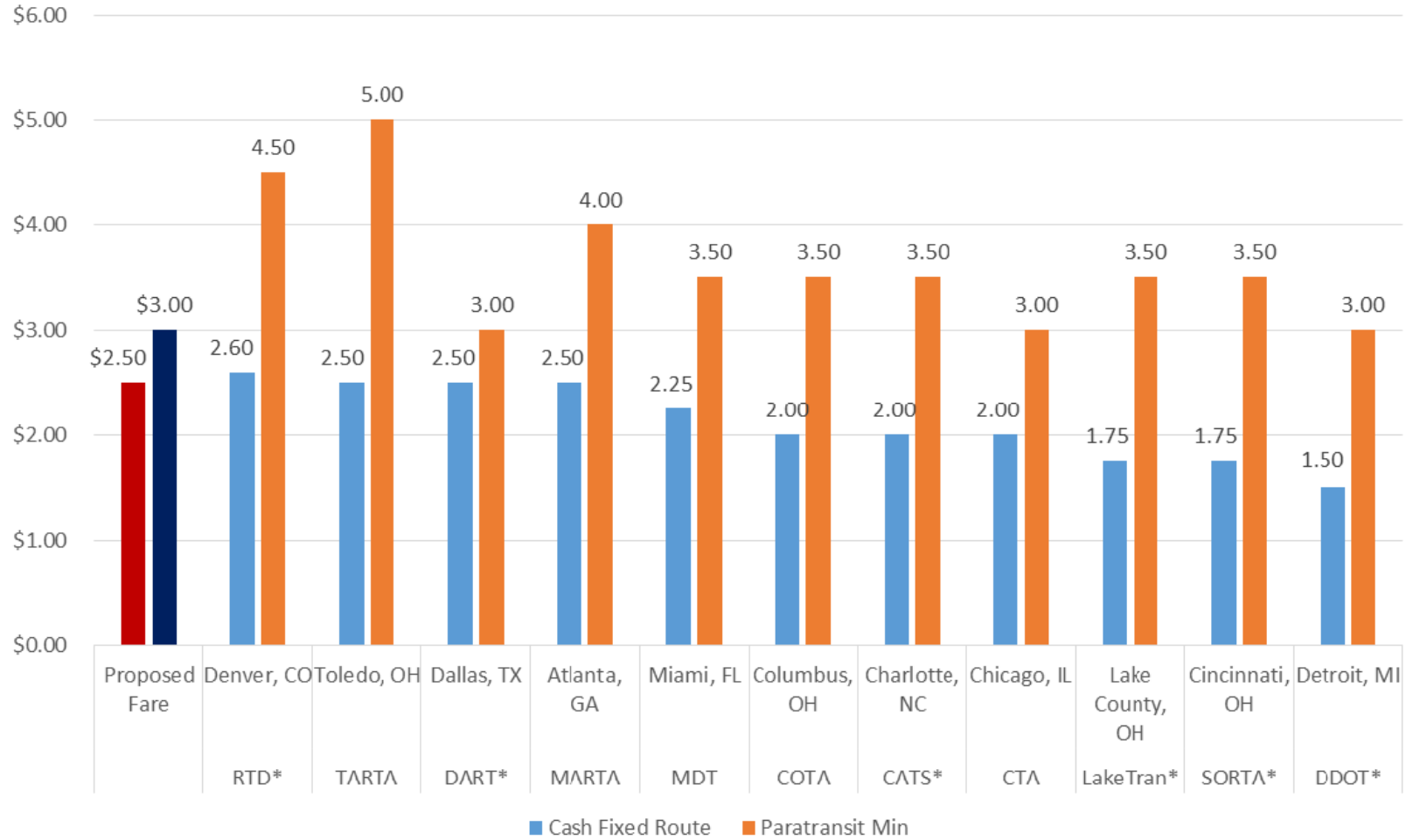
The agency has to come up with new ways to serve poor or disabled riders, including experimental ride-sharing programs.

The RTA would suffer far less if the state would step up and provide more funding for mass transit, recognizing that it can be a draw for millennials and an economic boom to urban and rural areas. It's the future and the Ohio legislature should embrace it.

# ADA – Change in Policy

- ADA Certified Customers Will Pay Senior/Disabled/ADA Rate on Regular Service.
  - Currently \$1.00, may be \$1.25 in 2016 (\$2.50) & \$1.35 in 2018 (\$2.75)
- Personal Care Attendants Will Pay Regular Fare on Buses, Trains, & BRT, but will continue to Ride Free on Paratransit

## Paratransit Comparisons



# Proposed Cash Fares

(Single Ride)

	<b>Current Price</b>	<b>Proposed August 2016</b>	<b>Proposed August 2018</b>
Bus/Rapid/BRT	\$2.25	\$2.50	\$2.75
Senior/Disabled	\$1.00	\$1.25	\$1.35
Park-N-Ride Bus	\$2.50	\$2.75	\$3.25
Paratransit	\$2.25	\$3.00 (\$3.50)	\$3.50 (\$5.00)
Student K-12	\$1.50	\$1.75	\$2.00
Out-of-County	\$3.50	\$3.75	\$4.25





# Proposed Tickets/Fare Cards

(Includes transfers/within county)\*

	<b>Current Price</b>	<b>Proposed August 2016</b>	<b>Proposed August 2018</b>
Bus/Rapid/BRT- 5 Trip	\$11.25	\$12.50	\$13.75
Senior/Disabled - 5 Trip	\$5.00	\$6.25	\$6.75
Park-N-Ride - 5 Trip	\$12.50	\$13.75	\$16.25
Student K-12 - Single Trip	\$1.50	\$1.75	\$2.00
Student K-12 - 5 Trip	\$7.50	\$8.75	\$10.00

\*Transfers provide riding privileges for 2.5 hours from time of activation



# Unlimited Ride All Day Passes

(Includes transfers/within county)

	Current Price	Proposed August 2016	Proposed August 2018
Bus/Rapid/BRT/PNR All-Day	\$5.00	\$5.50	\$6.00
Senior/Disabled All Day	\$2.50	\$2.75	\$3.00
Accompanied Children All –Day*	\$2.50	\$2.75	\$3.00
Student All Day K-12	\$4.00	\$4.50	\$5.00
Cleveland Passes 1, 2 & 4 Day			
Paratransit All-Day (New)		\$8.00	\$9.00

\*Ages 6-12



# Proposed 7-Day Passes

(Includes transfers/within county)

	Current Price	Proposed August 2016	Proposed August 2018
Bus/Rapid/BRT	\$22.50	\$25.00	\$27.50
Senior/Disabled	\$10.00	\$12.50	\$13.50
Park-N-Ride	\$25.00	\$27.50	\$32.50
Paratransit <b>(New)</b>		\$30.00	\$35.00

# Proposed Monthly Passes

(Includes transfers/within county)

	Current Price	Proposed August 2016	Proposed August 2018
Bus/Rapid/BRT	\$85.00	\$95.00	\$105.00
Senior/Disabled	\$38.00	\$48.00	\$51.00
Park-N-Ride	\$95.00	\$105.00	\$120.00
Paratransit <b>(New)</b>		\$115.00 (\$133.00)	\$135.00 (\$190.00)