

Miami-Dade Transit

Technical

Memorandum

Fares

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Technical Memorandum on Miami-Dade Transit Fares

The Director of Miami-Dade Transit has asked that the Center for Urban Transportation Research at the University of South Florida, CUTR, conduct a very quick review of a topic that is of immediate interest to him, the County Manager and members of the Board of County Commissioners. Specifically, he asked that CUTR review available information relating to transit fares, including recent increases in other metropolitan areas, the passenger makeup of MDT riders and the concept of zone fares.

The results of this one-week initiative are included in this brief report. It should be noted that a more thorough analysis of these issues would be possible with an extended schedule. The fare information has been gathered from the American Public Transportation Association's (APTA) Transit Fare Database, interviews with selected agencies and MDT revenue data.

Transit Fare Analysis

For the MDT system, the fare structure is fairly straight forward with a \$1.25 "base fare" for a one-way trip. There are a myriad of discount and pass programs that reduce that fare for many of the system's customers. Conversely, there are premium fares for express service. This technical memorandum focuses on fares and addresses:

- Timing of Last Increase
- Comparisons with other U.S. Transit Agencies
- MDT Ridership by Types of Fares
- Estimated Revenue of an Increase

Timing of Last Fare Increase & Fare Comparison

There have been recent discussions about the appropriateness of accelerating a fare increase for transit in Miami-Dade. The agency's financial forecast, since January 2004, has assumed a \$.25 rail and bus base fare increase in fiscal year 2007 and increases in transfers, special transportation services fares, and prepaid monthly and discount passes. The forecast also assumes that fares will be adjusted every five years from 2012 to 2022. Miami-Dade's base fare has not been increased since December 1990.

To determine how often other transit providers adjust fares, CUTR reviewed and summarized information published in the American Public Transportation Association's (APTA) Transit Fare Database. The data were collected through a survey with 235 U.S. bus systems and 11 large heavy rail systems reporting. Agencies selected for fare comparison are taken from the APTA 2004 Transit Management Compensation Report that reported over 2,500 employees.

Rail

Of the 11 U.S. large heavy rail systems reporting, 7 had a base fare higher than Miami-Dade's \$1.25. The fares ranged from three equal to MDT at \$1.25 to two at the high end of \$2.00. It is important to note that the data are reported for an adult fare (a person older than a university student and younger than a senior, generally between the ages of 21 and 65, and is not disabled). Further, the "base" fare is defined as "the minimum cash fare for a single trip paid by an adult, excluding transfer, distance or zone, speed, time-of-day, and parking surcharges.

All of the other 10 agencies have reported raising fares since Miami-Dade's last fare increase. Cleveland was the only rail system that has not increased its base rail fare since the 1990's (February 1993). Five systems implemented increases in 2004, and four report their last increase in calendar year 2003.

City	Base Fare	Date of Last Increase
Los Angeles	\$1.25	January 1, 2004
San Francisco	\$1.25	January 1, 2004
Washington	\$1.35	June 27, 2004
Miami	\$1.25	December 1, 1990
Atlanta	\$1.75	January 1, 2001
Chicago	\$1.75	January 1, 2004
Boston	\$1.25	January 3, 2004
Baltimore	\$1.60	June 30, 2003
Cleveland	\$1.50	February 15, 1993
Philadelphia	\$2.00	July 1, 2001
New York	\$2.00	



Looking at the base fare alone is misleading because many of the rail systems employ various surcharges that are mentioned above. The following table summarizes all of the applicable fares and charges that are reported in the most recent APTA fare survey.

Heavy Rail Fare Comparison 1993 to 2004

Source		1	4				4	4		4		4			
Agency (Rail)	City	Employees	2004 Fare	Date	% Inc vs 97 (3)	% Inc vs 93 (2)	Fare Increase Planned	Distance or Zone Surcharge		Express Limited Service Surcharge		Peak-Hour Surcharge		Base Fare + All Surcharges	
							Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	
Metropolitan Atlanta RTA	Atlanta	4,649	1.75	01/01/01	16.7%	40.0%	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	
Maryland TA	Baltimore	3,257	1.60	06/30/03	18.5%	28.0%	0.00	0.00	0.00	0.00	0.00	0.00	1.60	1.60	
Massachusetts Bay TA	Boston	6,363	1.25	01/03/04	47.1%	47.1%	1.25	1.25	0.00	0.00	0.00	0.00	2.50	2.50	
Chicago TA	Chicago	11,996	1.75	01/01/04	16.7%	16.7%	0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75	
Greater Cleveland RTA	Cleveland	2,639	1.50	02/15/93	0.0%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50	
Los Angeles County MTA	Los Angeles	9,003	1.25	01/01/04	-7.4%	13.6%	0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25	
Miami-Dade Transit	Miami	3,520	1.25	12/01/90	0.0%	0.0%	0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25	
MTA NYC Transit	New York	47,854	2.00	05/04/03	33.3%	60.0%	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	
San Francisco BART	San Francisco	3,330	1.25	01/01/04	13.6%	56.3%	0.05	5.75	0.00	0.00	0.00	0.00	1.30	7.00	
Southeastern PA TA	Philadelphia	8,926	2.00	07/01/01	25.0%	33.3%	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	
Washington Metro Area TA	Washington	10,015	1.35	06/27/04	22.7%	35.0%	0.05	2.55	0.00	0.00	0.05	1.55	1.45	5.45	
Average			1.54		16.9%	30.0%	0.12	0.87	0.00	0.00	0.00	0.14	1.67	2.55	

1-APTA 2004 Transit Management Compensation Report
2-APTA 1993 Transit Fare Summary, Fares as of January 1,
3-APTA 1997 Transit Fare Summary
4-APTA 2004 Transit Fare Summary

While the average base fare for the 11 systems was \$1.54 compared to Miami’s \$1.25, when zones and peak hour charges are considered, the average ranges from a minimum of \$1.67 to a maximum fare of \$2.55. As an example, although Washington, D.C. reports a base rail fare of \$1.35, a morning rush hour trip from a suburban terminal station to downtown (with no transfers) costs \$3.90. At least 3 of the eleven peer cities are known to have distance-based zone fares that are not included in the average of \$1.54.

The table also shows that for these cities, fares increased nearly 17% from 1997 to 2004 and 30% from 1993 to 2004, on average. This average includes two systems with no increases (0%), Cleveland, where the last fare increase was in 1993, and Miami.

The current base fare for an adult to ride the bus or rail system in Miami-Dade County was last raised over 14 years ago in December 1990 from \$1.00 to \$1.25. Prior to that increase, fares were periodically adjusted in 1978, 1980, 1981, and 1987. Had the \$1.25 fare that was instituted in 1990 kept pace with inflation, it would now be about \$1.78 per trip. (Source: CUTR/ U.S. Bureau of Labor Statistics, CPI, Southeastern U.S. Average Urban Consumers).

Bus

Again, using the APTA Fare Database, bus fares were examined. The database includes 235 U.S. bus systems. CUTR reviewed the data to determine which bus systems had raised their base fares in calendar years 2003 or 2004. Of the systems reporting, 47 systems raised the base bus fare in 2003 and 26 did so in 2004. The following tables list those agencies that reported these increases.

Bus Base Fare Increases Calendar 2003

City	Base Fare	Date of Increase
Oceanside, CA	\$1.75	November 1, 2003
Oxnard, CA	\$1.25	July 6, 2003
San Bernardino, CA	\$1.15	September 7, 2003
San Diego, CA	\$2.25	July 1, 2003
San Jose, CA	\$1.50	August 1, 2003
Santa Barbra, CA	\$1.25	October, 2003
Santa, Clarita, CA	\$1.00	June 30, 2003
Santa Cruz, CA	\$1.50	July 1, 2003
Simi Valley, CA	\$1.25	September 29, 2003
Torrance, CA	\$0.50	July 1, 2003
Vallejo, CA	\$1.35	April 1, 2003
West Covina, CA	\$1.10	March 1, 2003
Orlando, FL	\$1.25	January 5, 2003
Savannah, GA	\$1.00	September 8, 2003
Honolulu, HI	\$2.00	October 1, 2003
Muscatine, IA	\$0.75	July 1, 2003
Lafayette, IN	\$1.00	January 1, 2003
Fort Wright, KY	\$1.25	September 6, 2003
Amherst, MA	\$1.00	July 1, 2003
Baltimore, MD	\$1.60	June 30, 2003
Battle Creek, MI	\$1.25	July 21, 2003
Detroit, MI	\$1.50	January 1, 2003
Grand Rapids, MI	\$1.30	April 2, 2003
Burnsville, MN	\$1.25	August 1, 2003
Eden Prairie, MN	\$1.25	August 1, 2003
Charlotte, NC	\$1.00	October 1, 2003
Santa Fe, NM	\$1.00	April 2003
Reno, NV	\$1.50	February 2, 2003
Buffalo, NY	\$1.50	June 1, 2003
Garden City, NY	\$2.00	May 5, 2003
Ithaca, NY	\$1.50	August 18, 2003
Mount Vernon, NY	\$1.75	March 2003
NYC Metro North	\$2.00	May 1, 2003
NYC, MTA	\$2.00	May 1, 2003
Oklahoma City, OK	\$1.25	July 1, 2003
Tulsa, OK	\$1.25	August 4, 2003
Portland, OR	\$1.30	September 1, 2003

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Allentown, PA	\$1.35	September 1, 2003
Johnstown, PA	\$1.30	July 1, 2003
Reading, PA	\$1.35	July 1, 2003
Charleston, SC	\$1.25	October 1, 2003
Dallas, TX	\$1.25	March 3, 2003
Denton, TX	\$1.00	October 1, 2003
Fort Worth, TX	\$1.25	March 3, 2003
Laredo, TX	\$1.00	August 1, 2003
Leesburg, VA	\$6.00	January 1, 2003
Woodbridge, VA	\$3.80	October 27, 2003

Bus Base Fare Increases Calendar 2004

City	Fare	Date of Increase
Bullhead City, AZ	\$1.00	May 6, 2004
Davis, CA	\$1.00	August 1, 2004
Fairfield, CA	\$1.25	January 1, 2004
Los Angeles, CA	\$1.25	January 1, 2004
San Francisco, CA	\$3.10	July 1, 2004
Denver, CO	\$1.25	January 2004
Fort Collins, CO	\$1.25	January 29, 2004
Harford, CT	\$1.10	January 4, 2004
Waterbury, CT	\$1.10	January 1, 2004
Washington, D.C.	\$1.25	June 27, 2004
Ames, IA	\$1.00	April 1, 2004
Chicago, IL	\$1.75	January 1, 2004
Indianapolis, IN	\$1.25	March 16, 2004
Louisville, KY	\$1.00	July 2004
Boston, MA	\$0.90	January 3, 2004
Kalamazoo, MI	\$1.10	April 1, 2004
St. Louis, MO	\$1.50	June 28, 2004
New York City, NY	\$2.00	May 2004
Charleroi, PA	\$1.20	July 1, 2004
Hazleton, PA	\$1.00	July 1, 2004
Williamsport, PA	\$1.50	May 1, 2004
Salt Lake City, UT	\$1.35	January 1, 2004
Lynchburg, VA	\$1.50	July 1, 2004
Richmond, VA	\$1.50	August 2004
Williamsburg, VA	\$1.25	May 28, 2004
La Crosse, WI	\$0.90	January 1, 2004
Milwaukee, WI	\$1.75	January 4, 2004

Of those 235 bus systems reporting to APTA, 49 cities have a higher base fare than Metrobus, and 45 have the same \$1.25 base fare. **Cities with higher base bus fares include:**

- New York
- Philadelphia
- San Diego
- San Francisco
- Honolulu
- Leesburg
- Woodbridge
- Bowling Green
- Monterey
- Atlanta
- Chicago
- Pittsburgh
- Milwaukee
- Baltimore
- Detroit
- Saint Louis
- Buffalo
- Richmond
- Allentown
- Salt Lake City

Cities that reported an equal base bus fare of \$1.25 include:

- Phoenix
- Fairfield, CA
- Los Angeles
- Santa Barbara
- Colorado Springs
- Denver
- Washington
- Clearwater
- Orlando
- West Palm Beach
- Minneapolis
- Las Vegas
- Tulsa
- Memphis
- Dallas
- Tacoma

Again, these fares do not include any peak hour premiums or zone surcharges, if applicable.

Looking at large agencies (with over 2,500 employees) the bus fare data are presented below.



Bus Fare Comparison 1993 to 2004

Source		1	4	4	4	4	4	4	4	4	4	4	4
Agency (Bus)	City	Employees	2004 Fare	Date	Fare Increase Planned	Distance or Zone Surcharge		Express Limited Service Surcharge		Peak-Hour Surcharge		Base Fare + All Surcharges	
						Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Metropolitan Atlanta RTA	Atlanta	4,649	1.75	01/01/01		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Maryland TA	Baltimore	3,257	1.60	06/30/03		0.00	0.00	0.40	0.40	0.00	0.00	2.00	2.00
Massachusetts Bay TA	Boston	6,363	0.90	01/03/04		0.65	2.55	1.30	2.55	0.00	0.00	2.85	6.00
Chicago TA	Chicago	11,996	1.75	01/01/04		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Greater Cleveland RTA	Cleveland	2,639	1.25	02/15/93		1.25	1.25	1.25	1.50	0.00	0.00	3.75	4.00
Dallas Area RT	Dallas	3,106	1.25	03/03/03		0.00	0.00	1.00	1.00	0.00	0.00	2.25	2.25
Denver Regional TD	Denver	3,659	1.25	01/04	01/2006	0.00	0.00	1.50	8.75	0.00	0.00	2.75	10.00
Metro TA of Harris County	Houston	3,900	1.00	10/01/94		0.50	2.50	0.50	0.50	0.00	0.00	2.00	4.00
Los Angeles County MTA	Los Angeles	9,003	1.25	01/01/04		0.00	0.00	0.50	1.00	0.00	0.00	1.75	2.25
Miami-Dade Transit	Miami	3,520	1.25	12/01/90		0.00	0.00	0.00	0.25	0.00	0.00	1.25	1.50
Minneapolis Metro Transit	Minneapolis	2,751	1.25	07/01/01		0.00	0.00	0.50	0.75	0.50	0.50	2.25	2.50
MTA Metro-North RR	New York	5,800	2.00	05/01/03		0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
MTA NYC Transit	New York	47,854	2.00	05/04/03		0.00	0.00	0.00	2.00	0.00	0.00	2.00	4.00
New Jersey TC	Newark	10,209	1.10	04/01/02		0.30	28.35	0.00	0.00	0.00	0.00	1.40	29.45
Orange County TA	Orange	2,720	1.00	07/11/99	2004	2.00	2.00	2.00	2.00	0.00	0.00	5.00	5.00
Southeastern PA TA	Philadelphia	8,926	2.00	07/01/01		0.50	2.00	0.00	0.00	0.00	0.00	2.50	4.00
Port Authority of Allegheny County	Pittsburg	3,706	1.75	09/01/02		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Portland Tri-County MTD	Portland	2,632	1.30	09/01/03	09/01/04	0.30	0.30	0.00	0.00	0.00	0.00	1.60	1.60
King County DOT Transit	Seattle	4,246	1.25	07/01/01		0.00	0.00	0.00	0.00	0.25	0.75	1.50	2.00
Washington Metro Area TA	Washington	10,015	1.25	06/27/04		0.00	0.00	1.75	1.75	0.00	0.00	3.00	3.00
Average			1.41			0.28	1.95	0.54	1.12	0.04	0.06	2.26	4.54

1-APTA 2004 Transit Management Compensation Report
 4-APTA 2004 Transit Fare Summary

For these transit agencies, bus fares increased on average, 50% from 1993 to 2004. This average includes Miami-Dade County and Cleveland at 0%, as their last reported increases were in 1990 and 1993, respectively (Table 2). As significant, CUTR found that since 1997, for the same 20 agencies, the fare increases averaged nearly 28%. The average base bus fare for these transit systems was \$1.41, not including additional charges for traveling during peak times or other surcharges. At least 12 of the twenty peer cities are known to have distance-based zone fares and/or peak hour and/or express limited surcharges that are not included in the average of \$1.41. Including these surcharges the average rate would go from \$2.26 to \$4.54.

MDT Ridership by Types of Fares – Estimated Revenue of an Increase

In order to estimate the impacts of a fare increase, even at this cursory level, an understanding of the current fare structure and those passengers that use the various discount and free passage programs is necessary. While there are a myriad of programs to access discounted transit fares, the fare structure is straight forward. There are full fares, discounted fares, fees to transfer and free passage programs. The current fares for using the Miami-Dade Transit System are presented below.

Services & Fares		
Service	Full Fare	Reduced Fare
Metrobus & Metrorail	\$1.25	\$0.60
Express Bus	\$1.50	\$0.75
Shuttle Bus	\$0.25	\$0.10
Metromover	<i>Free</i>	<i>Free</i>

Fares for Transfers		
Type of Transfer	Full Fare	Reduced Fare
Metrobus/Metrorail	\$0.25	\$0.10
Metromover to Metrorail	\$1.25	\$0.60
Metrorail to Metromover	<i>Free</i>	<i>Free</i>
Metrobus to Metromover	<i>Free</i>	<i>Free</i>
Broward County Bus to Metrobus	\$0.25	\$0.10

As stated earlier, Miami-Dade Transit customers have access to several reduced fare programs. Some programs allow passengers that meet certain criteria to ride for free and others allow access to discounted fares through enrolling in a specific program. A brief description of these various programs is presented below.

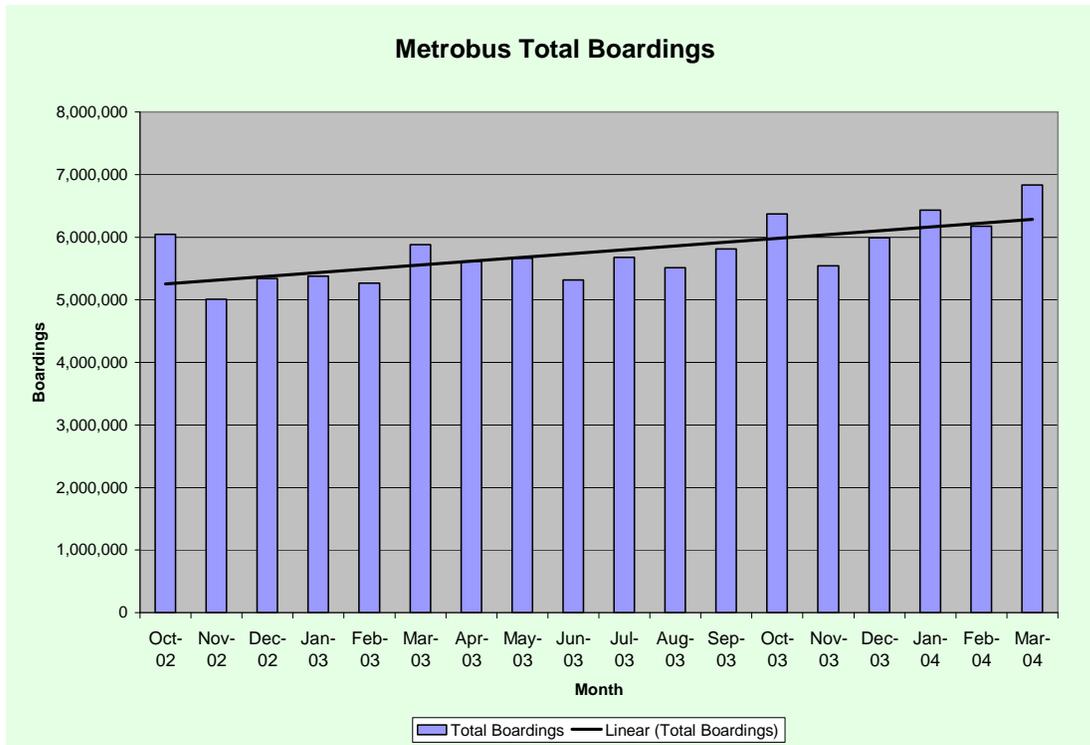
Passes / Special Fares	
Golden Passport	All senior citizens 65 years of age and older and Social security beneficiaries who are residents of Miami-Dade County ride free on transit with the Golden Passport
Patriot Passport	Veterans residing in Miami-Dade and earning less than \$22,000 annually ride free with the Patriot Passport.
ADA/STS Permit	People with disabilities may ride transit free if registered with Special Transportation Service. The ADA/STS permit must be shown to the Metrobus operator or Metrorail security officer when boarding.
Free Reduced-Fare Permit	Qualified disabled riders without a Medicare card may apply for a free reduced-fare permit to ride the bus at the reduced fare .
Rail Reduced-fare Permit	Metrorail riders must use a rail reduced-fare permit. Six monthly permits may be purchased for 50 cents each (good for six consecutive months). Proof of disability must be presented when applying. Students are also eligible to purchase a rail reduced-fare permit and must apply in person with a school ID.
\$30 Discount Metropass	Riders may purchase the discount pass (by showing their Medicare card) rather than the rail reduced-fare permit. Discount pass riders are required to carry a valid ID and proof of eligibility to ride at the reduced fare .
Metrobus Student Permit	Students in grades 7-12 must use a Metrobus student permit issued by Miami-Dade County school officials. Students in grades 1-6 do not need a permit to ride Metrobus at the reduced fare .
Preschooler Permit	Preschoolers less than 42 inches tall can ride Metrobus and Metrorail free at all times with an accompanying adult. Preschoolers taller than 42 inches ride transit free with a preschooler permit available at the Downtown Transit Information Center at Government Center Metrorail Station.
\$60 Monthly Metropass	Allows unlimited travel on Metrobus, Metrorail, and Metromover all month, including weekends.
\$45 College Metropass	College student can buy Metropass at a reduced price only at participating schools. Students must be enrolled full-time at the institution where the pass is sold.
Corporate Metropass Program	Business owners can offer employees a pre-tax transit benefit of up to \$100 monthly
Group Metropass Program	Metropass purchased in groups of five or more get money-savings discounts of \$6 to \$8 a month.
Tokens	10 tokens may be purchased for \$10 in any Metrorail Station and at the Government Center Information Center. Tokens save 25 cents on bus and rail.

To assess the impacts of fare increase proposal on the passenger population and on the agency's revenues, the mix of riders and customers that takes advantage of the discount programs needs to be understood.

MDT provided CUTR with data on Metrobus passenger boardings and revenue. Summary level data were provided for the period from October 2002 to August 2004 and detailed data were available for the period April 2004 to August 2004 in

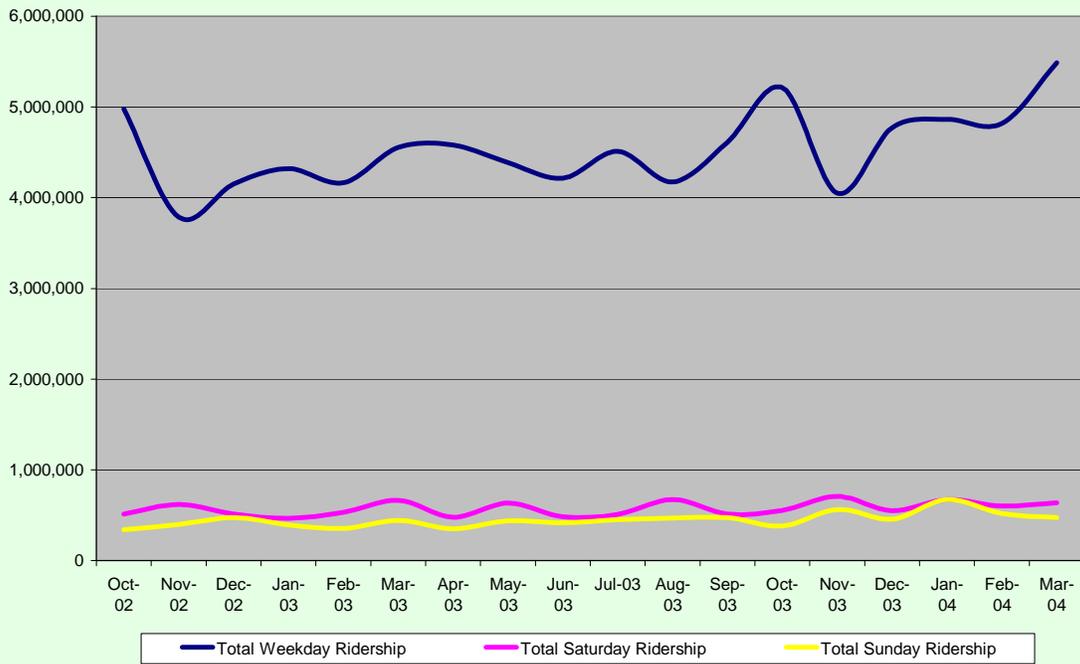
order to perform a quick analysis of the composition of fare types and to estimate the impact on a potential fare increase on revenues from Metrobus.

The first graph is merely the total Metrobus boardings for the reporting period. It shows that the ridership trend for Metrobus is positive and growing over the time frame analyzed.



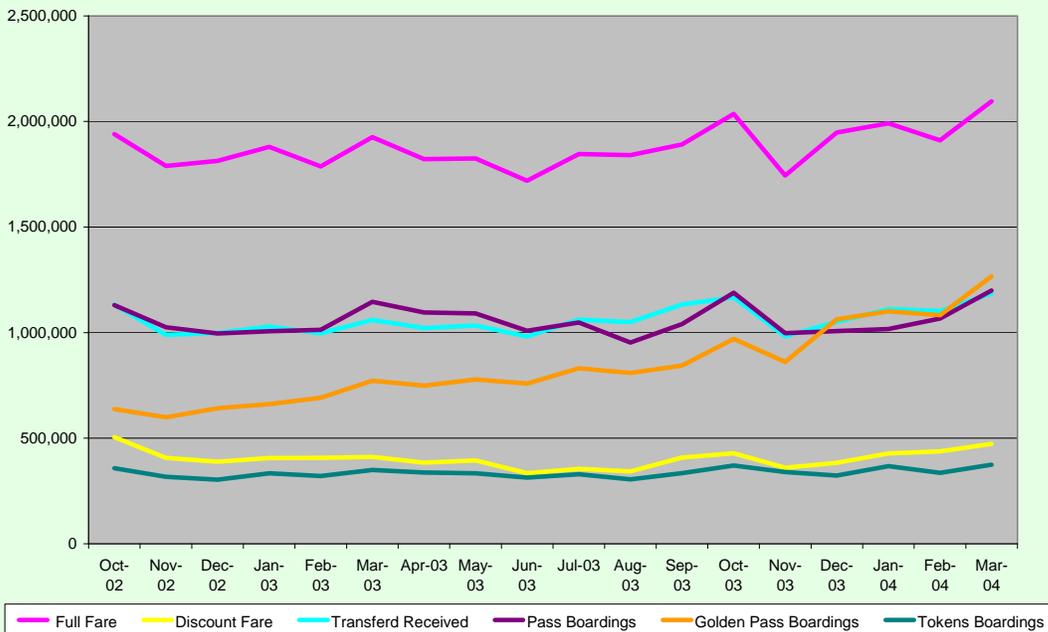
The following graph below shows Metrobus rideship by weekday, Saturdays and Sundays from October 2002 to March 2004. While weekday ridership shows improvement over the period, weekend boardings remained relatively flat.

Metrobus Ridership Trends - Weekday, Saturday, Sunday



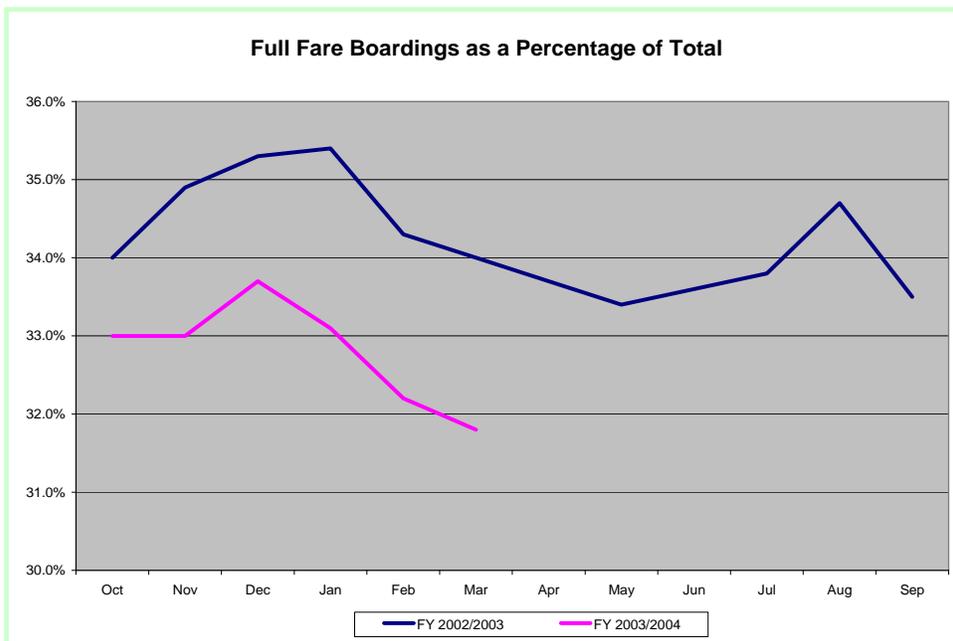
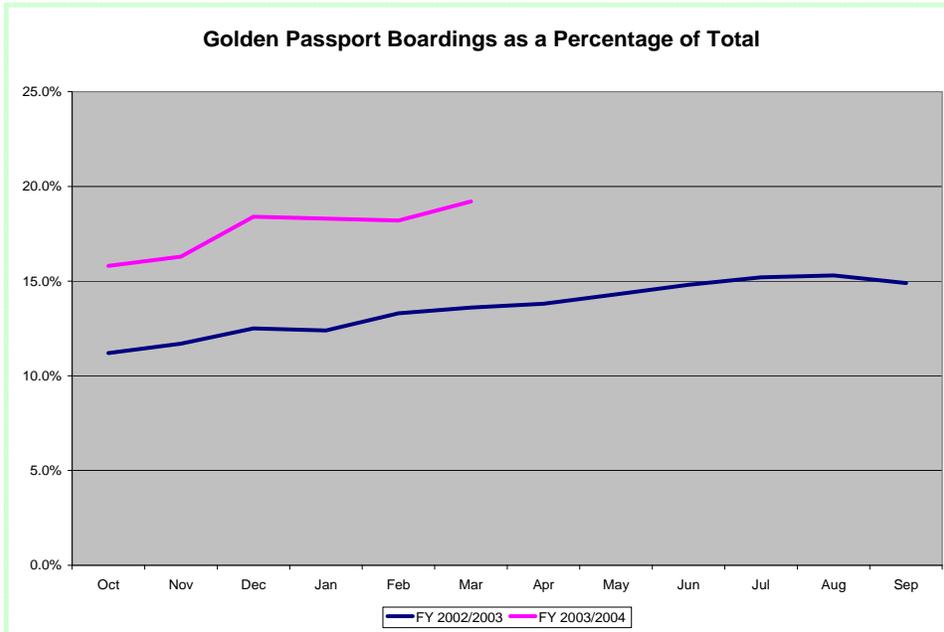
Some specific categories of fare payment were available through March 2004. The graph below depicts Metrobus ridership by payment method.

Metrobus Boardings by Payment Type



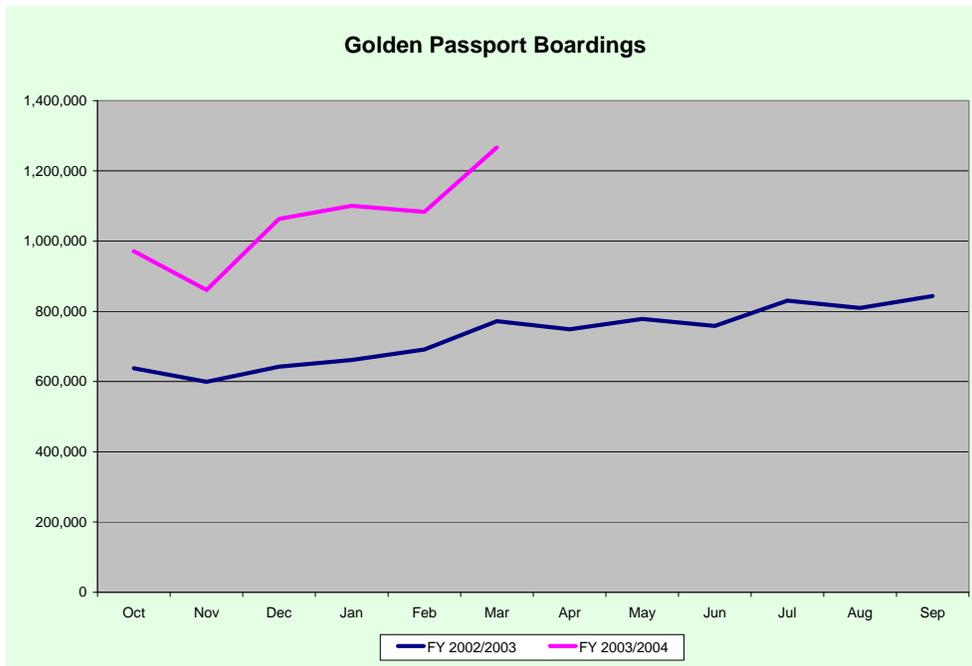


For the period studied, several trends are apparent. First is that most boarding types show growth from October 2002 to March 2004. The exceptions are the discount fare and token boardings. The other noticeable trend is that the Golden Passport boardings are growing faster than other types. While full fare ridership is growing, it is not growing at the rate of other types of riders. The full fare rider seems to be a shrinking percentage of the Metrobus market. The two graphs below show in more detail, the market share trend for full fare riders and Golden Passport riders from October 2002 to March 2004.

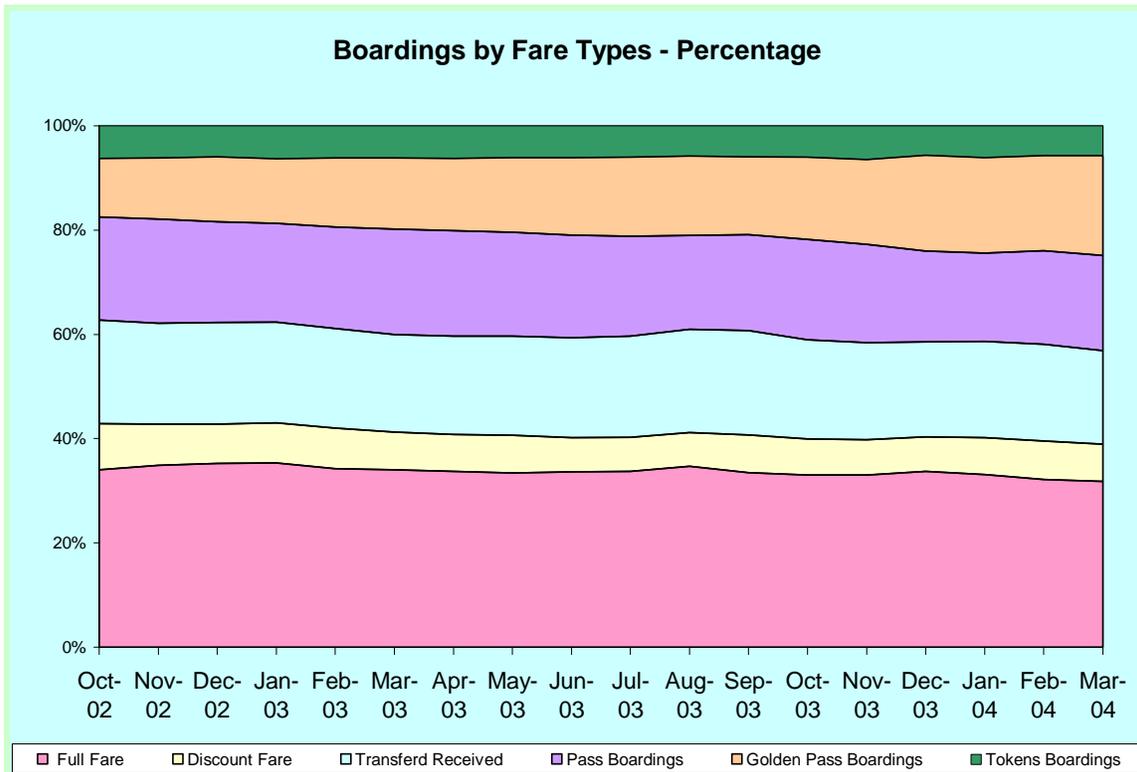


For the period October 2002 to March 2004, Golden Passport boardings nearly doubled from 637,000 to 1,266,707 per month. The expansion and marketing of the program as a part of the People's Transportation Program seems to have been successful. However, when considering a base fare increase, it is significant that the full fare increase will apply to an increasingly shrinking segment of the ridership without considering the future demographics of Miami-Dade County.

The graph below illustrates the doubling of the Golden Passport ridership over the period for which data were immediately available.



When all payment/pass types are converted to percentages of the total Metrobus boardings and plotted over time, the resultant view is presented in the illustration below. This graph even more dramatically demonstrates the portion of Metrobus riders that pay less than full fare.



In summary, the full fare boardings are shrinking, the Golden Passport use is growing, token boardings are holding steady, and passes are stable, as a percentage of all boardings.

CUTR was not able to complete any forecasts of fare increase scenarios given the short duration of the analysis. However, the researchers were able to estimate what increased revenues might have occurred in August 2004 had higher fares been in place. An increase was applied at various levels to the different types of riders to perform the estimation. This exercise is illustrative only and does not include any data for Metrorail fares. Further, it does not take into account any fare elasticity issues. Although there has been a “rule of thumb” used in the industry for many years that predicts a 4% drop in ridership for every 10% increase in fares, recent research work in this area indicates that this is too gross a prediction method for revenue estimation. More up-to-date work on fare elasticity can be found in the Transit Cooperative Research Program’s *“TCRP Report 95, Traveler Response to Transportation System Changes, Chapter 12- Transit Pricing and Fares.”*

The CUTR estimate was performed on data from August 2004, the latest month for which summary data were available. The following table shows the calculation of a fare increase on virtually all Metrobus, and STS fares. The table illustrates the impacts of increasing the cost of the transit passes at the same percentage increase as the base fare, 20%.

	Based on August 2004 Ridership										
	Full Fare	Discount Fare	Elderly Handicapped Student Transfer	Regular Transfer	Regular Pass	Discount Pass	Daily Pass	Reduced Fare Permit	Token	STS	Total
Boardings/Purchases	1,605,803	337,860	184,867	630,169	18,167	6,513	645	443	398,319	99,927	
Current Fare	\$1.25	\$0.60	\$0.10	\$0.25	\$30-\$60	\$30	\$1.20-\$2.50	\$0.50	\$1.00	\$2.50	
Increase	\$0.25	\$0.25	\$0.05	\$0.10	\$6-\$12	\$6.00	\$0.24-\$0.50	\$0.10	\$0.45	\$0.50	
% Increase	20.0%	42.0%	50.0%	40.0%	20.0%	20.0%	20.0%	20.0%	45.0%	20.0%	
New Fare	\$1.50	\$0.85	\$0.15	\$0.35	\$36-\$72	\$36	\$1.44-\$3.00	\$0.60	\$1.45	\$3.00	
August 2004 Revenue	\$2,007,025	\$202,716	\$18,487	\$157,542	\$876,336	\$195,390	\$1,320	\$222	\$398,319	\$249,818	\$4,107,175
New Fare Revenue	\$2,408,705	\$287,181	\$27,730	\$220,559	\$1,051,603	\$234,468	\$1,584	\$266	\$577,563	\$299,781	\$5,109,439
Increased Revenue	\$401,680	\$84,465	\$9,243	\$63,017	\$175,267	\$39,078	\$264	\$44	\$179,244	\$49,964	\$1,002,265
Annual Revenue Increase											\$12,027,177

Although this exercise is not intended as a substitute for a revenue forecast, because of all of the caveats mentioned above, it is instructive to compare the potential revenues with the different types of fare medium. Based on August 2004, an additional \$1 million per month would have been generated with a fare structure of:

- \$0.25 increase in base fare
- \$0.25 increase in discount fare
- \$0.05 increase in student transfer
- \$0.10 increase in regular transfer
- 20% increase in regular pass fee
- 20% increase in discount pass fee
- 20% increase in daily pass
- 20% increase in reduced fare permit
- \$0.45 increase in token
- 20% increase in STS fare

Again, these calculations do not take into account any drop in ridership due to an increase and do not include any fare increase estimates associated with Metrorail. It should also be noted that August was a particularly high revenue month of the four months for which CUTR had data. In addition, if the discount fare were to be raised, the County would probably not want to also raise the discount pass fee and the discount permit fee. This would reduce the monthly total for August 2004 to a net \$963,000 as opposed to the \$1,002,265 shown in the table above.



Attachments

BUS FARES INCREASES – Largest Agencies, 1993 to 2004

Source		1	2		3			4				5		
Agency (Bus)	City	Employees	1993		1997			2004 Fare	Date	% Inc vs 97	% Inc vs 93	Planned	Dedicated Funding	
			Fare	Date	Fare	Date	% Inc						State	Local
Miami-Dade Transit	Miami	3,520	1.25	12/01/90	1.25	12/01/90	0.0%	1.25	12/01/90	0.0%	0.0%	No	Yes	
Greater Cleveland RTA	Cleveland	2,639	1.25	02/15/93	1.25	02/15/93	0.0%	1.25	02/15/93	0.0%	0.0%	Yes	No	
Metro TA of Harris County	Houston	3,900	0.85	09/01/91	1.00	10/01/94	17.6%	1.00	10/01/94	0.0%	17.6%	Yes	No	
Orange County TA	Los Angeles	2,720	1.00	07/01/92	1.00	07/01/91	0.0%	1.00	07/11/99	0.0%	0.0%	2004	Yes	Yes
Metropolitan Atlanta RTA	Atlanta	4,649	1.25	06/29/92	1.50	07/01/95	20.0%	1.75	01/01/01	16.7%	40.0%	No	No	
Southeastern PA TA	Philadelphia	8,926	1.50	05/27/90	1.60	01/22/95	6.7%	2.00	07/01/01	25.0%	33.3%	Yes	Yes	
King County DOT Transit	Seattle	4,246	0.85	02/13/93	0.85	02/13/93	0.0%	1.25	07/01/01	47.1%	47.1%	No	No	
Minneapolis Metro Transit	Minneapolis	2,751	0.85	03/01/91	1.00	07/01/96	17.6%	1.25	07/01/01	25.0%	47.1%	Yes	Yes	
New Jersey TC	New York	10,209	1.00	07/01/90	1.00	07/01/90	0.0%	1.10	04/01/02	10.0%	10.0%	Yes	Yes	
Port Authority of Allegheny County	Pittsburg	3,706	1.25	01/01/91	1.25	01/01/91	0.0%	1.75	09/01/02	40.0%	40.0%	Yes	Yes	
Dallas Area RT	Dallas	3,106	0.75	10/01/91	1.00	01/23/95	33.3%	1.25	03/03/03	25.0%	66.7%	Yes	No	
MTA Metro-North RR	New York	5,800	0.50	01/01/93	0.75	11/12/95	50.0%	2.00	05/01/03	166.7%	300.0%	Yes	No	
MTA NYC Transit	New York	47,854	1.25	01/01/92	1.50	11/12/95	20.0%	2.00	05/04/03	33.3%	60.0%	Yes	Yes	
Maryland TA	Baltimore	3,257	1.25	01/17/93	1.35	03/10/96	8.0%	1.60	06/30/03	18.5%	28.0%	Yes	Yes	
Portland Tri-County MTD	Portland	2,632	0.95	09/06/92	1.05	09/01/96	10.5%	1.30	09/01/03	23.8%	36.8%	09/01/04	Yes	Yes
Denver Regional TD	Denver	3,659	0.50		0.75	07/01/97	50.0%	1.25	01/04	66.7%	150.0%	01/2006	No	No
Chicago TA	Chicago	11,996	1.25	01/31/93	1.50	01/01/95	20.0%	1.75	01/01/04	16.7%	40.0%	Yes	Yes	
Los Angeles County MTA	Los Angeles	9,003	1.10	07/01/88	1.35	02/01/95	0.0%	1.25	01/01/04	-7.4%	13.6%	No	Yes	
Massachusetts Bay TA	Boston	6,363	0.60	09/03/91	0.60	09/03/91	0.0%	0.90	01/03/04	50.0%	50.0%	Yes	No	
Washington Metro Area TA	Washington	10,015	1.00	06/27/92	1.10	06/24/95	10.0%	1.25	06/27/04	13.6%	25.0%	No	Yes	
Average			1.01		1.13			1.41		28.5%	50.3%			

1-APTA 2004 Transit Management Compensation Report
2-APTA 1993 Transit Fare Summary, Fares as of January 1, 1993
3-APTA 1997 Transit Fare Summary
4-APTA 2004 Transit Fare Summary
5-Federal Transit Administration, National Transit Database, Reporting Year 2003, Data Table 1-Summary of Operating Funds Applied

BUS FARE COMPARISON, ALL SURCHARGES – Largest Agencies, 1993 to 2004

Source		1	4		4		4		4		4		
Agency (Bus)	City	Employees	2004 Fare	Date	Fare Increase Planned	Distance or Zone Surcharge		Express Limited Service Surcharge		Peak-Hour Surcharge		Base Fare + All Surcharges	
						Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Metropolitan Atlanta RTA	Atlanta	4,649	1.75	01/01/01		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Maryland TA	Baltimore	3,257	1.60	06/30/03		0.00	0.00	0.40	0.40	0.00	0.00	2.00	2.00
Massachusetts Bay TA	Boston	6,363	0.90	01/03/04		0.65	2.55	1.30	2.55	0.00	0.00	2.85	6.00
Chicago TA	Chicago	11,996	1.75	01/01/04		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Greater Cleveland RTA	Cleveland	2,639	1.25	02/15/93		1.25	1.25	1.25	1.50	0.00	0.00	3.75	4.00
Dallas Area RT	Dallas	3,106	1.25	03/03/03		0.00	0.00	1.00	1.00	0.00	0.00	2.25	2.25
Denver Regional TD	Denver	3,659	1.25	01/04	01/2006	0.00	0.00	1.50	8.75	0.00	0.00	2.75	10.00
Metro TA of Harris County	Houston	3,900	1.00	10/01/94		0.50	2.50	0.50	0.50	0.00	0.00	2.00	4.00
Los Angeles County MTA	Los Angeles	9,003	1.25	01/01/04		0.00	0.00	0.50	1.00	0.00	0.00	1.75	2.25
Miami-Dade Transit	Miami	3,520	1.25	12/01/90		0.00	0.00	0.00	0.25	0.00	0.00	1.25	1.50
Minneapolis Metro Transit	Minneapolis	2,751	1.25	07/01/01		0.00	0.00	0.50	0.75	0.50	0.50	2.25	2.50
MTA Metro-North RR	New York	5,800	2.00	05/01/03		0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
MTA NYC Transit	New York	47,854	2.00	05/04/03		0.00	0.00	0.00	2.00	0.00	0.00	2.00	4.00
New Jersey TC	Newark	10,209	1.10	04/01/02		0.30	28.35	0.00	0.00	0.00	0.00	1.40	29.45
Orange County TA	Orange	2,720	1.00	07/11/99	2004	2.00	2.00	2.00	2.00	0.00	0.00	5.00	5.00
Southeastern PA TA	Philadelphia	8,926	2.00	07/01/01		0.50	2.00	0.00	0.00	0.00	0.00	2.50	4.00
Port Authority of Allegheny County	Pittsburg	3,706	1.75	09/01/02		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Portland Tri-County MTD	Portland	2,632	1.30	09/01/03	09/01/04	0.30	0.30	0.00	0.00	0.00	0.00	1.60	1.60
King County DOT Transit	Seattle	4,246	1.25	07/01/01		0.00	0.00	0.00	0.00	0.25	0.75	1.50	2.00
Washington Metro Area TA	Washington	10,015	1.25	06/27/04		0.00	0.00	1.75	1.75	0.00	0.00	3.00	3.00
Average			1.41			0.28	1.95	0.54	1.12	0.04	0.06	2.26	4.54

1-APTA 2004 Transit Management Compensation Report
4-APTA 2004 Transit Fare Summary

Technical Memorandum on Miami-Dade Transit Fares
March 11, 2005



RAIL FARE INCREASES – Largest Agencies, 1993 to 2004

Source		1	2		3			4				4	5		
Agency (Rail)	City	Employees	1993		1997			2004 Fare	Date	% Inc vs 97	% Inc vs 93	Planned	Dedicated Funding		
			Fare	Date	Fare	Date	% Inc						State	Local	
Metropolitan Atlanta RTA	Atlanta	4,649	1.25	06/29/92	1.50	07/01/95	20.0%	1.75	01/01/01	16.7%	40.0%		No	No	
Maryland TA	Baltimore	3,257	1.25	01/17/93	1.35	03/10/96	8.0%	1.60	06/30/03	18.5%	28.0%		Yes	Yes	
Massachusetts Bay TA	Boston	6,363	0.85	09/03/91	0.85	09/03/91	0.0%	1.25	01/03/04	47.1%	47.1%		Yes	No	
Chicago TA	Chicago	11,996	1.50	01/31/93	1.50	12/29/91	0.0%	1.75	01/01/04	16.7%	16.7%		Yes	Yes	
Greater Cleveland RTA	Cleveland	2,639	1.50	02/15/93	1.50	02/15/93	0.0%	1.50	02/15/93	0.0%	0.0%		Yes	No	
Los Angeles County MTA	Los Angeles	9,003	1.10		1.35	07/15/96	0.0%	1.25	01/01/04	-7.4%	13.6%		No	Yes	
Miami-Dade Transit	Miami	3,520	1.25	12/01/90	1.25	12/01/90	0.0%	1.25	12/01/90	0.0%	0.0%		No	Yes	
MTA NYC Transit	New York	47,854	1.25	01/01/92	1.50	11/12/95	20.0%	2.00	05/04/03	33.3%	60.0%		Yes	Yes	
San Francisco BART	San Francisco	3,330	0.80	01/01/86	1.10	04/01/97	37.5%	1.25	01/01/04	13.6%	56.3%				
Southeastern PA TA	Philadelphia	8,926	1.50	05/27/90	1.60	01/22/95	6.7%	2.00	07/01/01	25.0%	33.3%		Yes	Yes	
Washington Metro Area TA	Washington	10,015	1.00	06/27/92	1.10	06/24/95	10.0%	1.35	06/27/04	22.7%	35.0%		No	Yes	
Average			1.20		1.33			1.54		16.9%		30.0%			

1-APTA 2004 Transit Management Compensation Report
2-APTA 1993 Transit Fare Summary, Fares as of January 1, 1993
3-APTA 1997 Transit Fare Summary
4-APTA 2004 Transit Fare Summary
5-Federal Transit Administration, National Transit Database, Reporting Year 2003, Data Table 1-Summary of Operating Funds Applied

RAIL FARE ZONES – Largest Agencies, 1993 to 2004

Source		1	4	4		4		
Agency (Rail)	City	Employees	2004 Fare	Distance or Zone Surcharge		Base Fare + Surcharge		
				Minimum	Maximum	Minimum	Maximum	
Metropolitan Atlanta RTA	Atlanta	4,649	1.75	0.00	0.00	1.75	1.75	
Maryland TA	Baltimore	3,257	1.60	0.00	0.00	1.60	1.60	
Massachusetts Bay TA	Boston	6,363	1.25	1.25	1.25	2.50	2.50	
Chicago TA	Chicago	11,996	1.75	0.00	0.00	1.75	1.75	
Greater Cleveland RTA	Cleveland	2,639	1.50	0.00	0.00	1.50	1.50	
Los Angeles County MTA	Los Angeles	9,003	1.25	0.00	0.00	1.25	1.25	
Miami-Dade Transit	Miami	3,520	1.25	0.00	0.00	1.25	1.25	
MTA NYC Transit	New York	47,854	2.00	0.00	0.00	2.00	2.00	
San Francisco BART	San Francisco	3,330	1.25	0.05	5.75	1.30	7.00	
Southeastern PA TA	Philadelphia	8,926	2.00	0.00	0.00	2.00	2.00	
Washington Metro Area TA	Washington	10,015	1.35	0.05	2.55	1.40	3.90	
Average			1.54		0.12	0.87	1.66	2.41

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4-APTA 2004 Transit Fare Summary



RAIL FARE PEAK HOUR SURCHARGES – Largest Agencies, 1993 to 2004

Source		1	4		4	
Agency (Rail)	City	Employees	Peak-Hour Surcharge		Base Fare + Surcharge	
			Minimum	Maximum	Minimum	Maximum
Metropolitan Atlanta RTA	Atlanta	4,649	0.00	0.00	1.75	1.75
Maryland TA	Baltimore	3,257	0.00	0.00	1.60	1.60
Massachusetts Bay TA	Boston	6,363	0.00	0.00	1.25	1.25
Chicago TA	Chicago	11,996	0.00	0.00	1.75	1.75
Greater Cleveland RTA	Cleveland	2,639	0.00	0.00	1.50	1.50
Los Angeles County MTA	Los Angeles	9,003	0.00	0.00	1.25	1.25
Miami-Dade Transit	Miami	3,520	0.00	0.00	1.25	1.25
MTA NYC Transit	New York	47,854	0.00	0.00	2.00	2.00
San Francisco BART	San Francisco	3,330	0.00	0.00	1.25	1.25
Southeastern PA TA	Philadelphia	8,926	0.00	0.00	2.00	2.00
Washington Metro Area TA	Washington	10,015	0.05	1.55	1.40	2.90
Average			0.00	0.14	1.55	1.68

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4-APTA 2004 Transit Fare Summary

RAIL FARE ALL SURCHARGES – Largest Agencies, 1993 to 2004

Source		1	4				4	4		4		4			
Agency (Rail)	City	Employees	2004 Fare	Date	% Inc vs 97 (3)	% Inc vs 93 (2)	Fare Increase Planned	Distance or Zone Surcharge		Express Limited Service Surcharge		Peak-Hour Surcharge		Base Fare + All Surcharges	
								Minimum	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Metropolitan Atlanta RTA	Atlanta	4,649	1.75	01/01/01	16.7%	40.0%		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Maryland TA	Baltimore	3,257	1.60	06/30/03	18.5%	28.0%		0.00	0.00	0.00	0.00	0.00	0.00	1.60	1.60
Massachusetts Bay TA	Boston	6,363	1.25	01/03/04	47.1%	47.1%		1.25	1.25	0.00	0.00	0.00	0.00	2.50	2.50
Chicago TA	Chicago	11,996	1.75	01/01/04	16.7%	16.7%		0.00	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Greater Cleveland RTA	Cleveland	2,639	1.50	02/15/93	0.0%	0.0%		0.00	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Los Angeles County MTA	Los Angeles	9,003	1.25	01/01/04	-7.4%	13.6%		0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Miami-Dade Transit	Miami	3,520	1.25	12/01/90	0.0%	0.0%		0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25
MTA NYC Transit	New York	47,854	2.00	05/04/03	33.3%	60.0%		0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
San Francisco BART	San Francisco	3,330	1.25	01/01/04	13.6%	56.3%		0.05	5.75	0.00	0.00	0.00	0.00	1.30	7.00
Southeastern PA TA	Philadelphia	8,926	2.00	07/01/01	25.0%	33.3%		0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Washington Metro Area TA	Washington	10,015	1.35	06/27/04	22.7%	35.0%		0.05	2.55	0.00	0.00	0.05	1.55	1.45	5.45
Average			1.54		16.9%	30.0%		0.12	0.87	0.00	0.00	0.00	0.14	1.67	2.55

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