

Reinventing Metro Conceptual Plan | December 2017

The Reinventing Metro plan outlines concepts for transit improvements that are possible if new sales tax funding is secured. The objectives of the plan are financial sustainability, more frequent service, longer hours of operation, and shorter trip times.

All scenarios assume that:

- The current 3/10th of 1% of the earnings tax collected by the City of Cincinnati for transit would no longer be used by Metro.
- Modest fare increases are implemented every year.
- Fares generate about 20% of the revenue needed to operate the transit system.

Here are some of the highlights of the plan at each sales tax increment:

.5% Hamilton County sales tax

- Current service levels maintained – no new service
- 3 new transit centers and 1 new park & ride

.6% Hamilton County sales tax

- Current operating and capital deficits eliminated
- Service level increase
- 4 new routes
- 7 route alignment changes
- 9 routes with more frequent service
- 11 routes with longer hours of service
- More weekend service
- 24-hour service on 6 major corridors
- Access service improvement for people with disabilities
- 3 new transit centers and 1 new park & ride

.7% Hamilton County sales tax

- Current operating and capital deficits eliminated
- Service level increase
- 8 new bus routes
- 8 route alignment changes
- 29 routes with more frequent service
- 18 routes with longer hours of service
- More weekend service
- 24-hour service on 6 major corridors
- Access service improvement for people with disabilities
- 3 new transit centers and 1 new park & ride

.8% Hamilton County sales tax

- Current operating and capital deficits eliminated
- Service level increase
- 1 Bus Rapid Transit corridor
- 8 new bus routes
- 8 route alignment changes
- 19 routes with more frequent service
- 18 routes with longer hours of service
- More weekend service
- 24-hour service on 6 major corridors
- Access service improvement for people with disabilities
- 3 new transit centers and 1 new park & ride
- 3rd bus garage

.9% Hamilton County sales tax

- Current operating and capital deficits eliminated
- Service level increase
- 4 Bus Rapid Transit corridors
- 9 new bus routes
- 9 route alignment changes
- 32 routes with more frequent service
- 18 routes with longer hours of service
- More weekend service
- 24-hour service on 6 major corridors
- Access service improvement for people with disabilities
- 3 new transit centers and 1 new park & ride
- 3rd bus garage

1.0% Hamilton County sales tax

- Current operating and capital deficits eliminated
- Service level increase
- 4 Bus Rapid Transit corridors
- 9 new bus routes
- 9 route alignment changes
- 32 routes with more frequent service
- 18 routes with longer hours of service
- More weekend service
- 24-hour service on 6 major corridors
- Access service improvement for people with disabilities
- 3 new transit centers and 1 new park & ride
- 3rd bus garage

(.8%, .9% and 1.0% assumes 80% federal funding for BRT capital costs)

Reinventing Metro Conceptual Plan	.5%	.6%	.7%	.8%	.9%	1%
Farebox recovery ratio 20% (regular small fare increases)	✓	✓	✓	✓	✓	✓
Financially sustainable	✓	✓	✓	✓	✓	✓
New routes		4	8	8	9	9
Route alignment changes		7	8	8	9	9
More frequent service on routes		9	29	19*	32	32
Service every 15 min. or better all day, every day					✓	✓
Crosstown service every 30 min. or better all day, every day					✓	✓
Longer service hours on routes		11	18	18	18	18
More weekend service		✓	✓	✓	✓	✓
24-hour service on major corridors		6	6	6	6	6
Access service improvements		✓	✓	✓	✓	✓
3 new transit centers and 1 park & ride	✓	✓	✓	✓	✓	✓
Bus Rapid Transit corridor				1	4	4
New bus garage				✓	✓	✓

* At .8%, Bus Rapid Transit, a third operating facility, and a 20-year projection are required, increasing both capital and ongoing maintenance costs. This means less money available for some system improvements compared to .7%.