

Transit Strategies

FARE INTEGRATION




In areas or corridors that are served by multiple transit providers, fare integration provides a way to provide more service to customers at either no additional cost or a reasonable additional cost. More specifically, fare integration enables riders to use a single pass to ride services provided by multiple transit agencies. Fare integration can take many forms ranging from allowing pass holders of one transit system to ride all services provided by another for free to more limited access.

Between Oceanside and San Diego, riders can use COASTER and Amtrak trains interchangeably


Rail2Rail

Ride Amtrak Pacific Surfliner




More Trains to More Places


Ride Amtrak Pacific Surfliner® trains with your COASTER Regional Day or Monthly/30-Day Pass between Oceanside and downtown San Diego, with stops at Oceanside Transit Center, Solana Beach, Old Town, and Santa Fe Depot. Board any Pacific Surfliner® train for an express trip along the coastal corridor. See black out periods below.



Amtrak
Schedule



Bike Policy



Any valid COASTER Regional Day or Monthly/30-Day Pass will be accepted on-board the Pacific Surfliner trains.

Pacific Surfliner trains stop ONLY at the following stations:

- Oceanside Transit Center
- Solana Beach
- Old Town
- Santa Fe Depot (San Diego)

Many Rhode Island residents – particularly those who travel between Rhode Island and Boston by rail – use multiple services. Fare integration could make these trips easier and encourage more people to use transit. The major fare integration opportunities for Rhode Island are:

- MBTA Providence Line and Amtrak
- MBTA Providence Line and RIPTA
- RIPTA and Amtrak
- RIPTA and other local transit systems – the Southeastern Regional Transit Authority (SRTA) in Fall River and the Greater Attleboro Taunton Regional Transit Authority in Attleboro (GATRA)

Examples of Fare Integration

There are many examples of fare integration throughout North America. Many provide joint use of services operated by multiple agencies at no extra cost to passengers, while others charge passengers discounted rates.

The financial arrangements that are used between transit providers to provide fare integration vary greatly. Some allow use by riders of other systems at no additional charge and others – and in particular, Amtrak – charge a per passenger rate. Others are part of much larger and more complex service agreements.

Examples of Fare Integration with Amtrak

Shore Line East and Amtrak

Similar to the Providence Line, CTrail's Shore Line East operates in the Northeast Corridor along with Amtrak's Northeast Regional and Acela services. Shore Line East, Northeast Regional, and Acela trains all serve New London and New Haven, and Shore Line East and Northeast Regional trains also serve Old Saybrook. To expand the amount of service available, Shore Line East monthly pass and multi-ride ticket holders can use their passes on a limited number of Northeast Regional trains and a single Acela train (on weekdays, three inbound trains and five outbound trains). These trains fill gaps in Shore Line and provide express service.

Excerpt of Shore Line East Schedule Showing Amtrak Trains that Accept Shore Line East Passes

Monday–Friday	AM PEAK													OFF PEAK		
TO: NEW HAVEN	1621 AM		1627 AM			1633 AM			Amtrak 2151 AM		1637 AM			1641 AM	1645 AM	Amtrak 95 AM
New London						5 45			6 16					6 45		7 45
Old Saybrook	4 58		5 30			6 09					6 46			7 10	7 46	8 04
Westbrook	5 03		5 35			6 14					6 51	TRACK 2		7 15	7 51	
Clinton	5 08		5 40			6 19					6 56			7 20	7 56	
Madison	5 13		5 45			6 24					7 01			7 25	8 01	
Guilford	5 19		5 51			6 30					7 07	TRACK 4		7 31	8 07	
Branford	5 27		5 59			6 39					7 15	AS POSTED		7 40	8 15	
New Haven–State Street Commuter Connection Bus	5 41		6 13			6 53					7 29			7 54	8 29	
NEW HAVEN Union Station	5 45		6 17			6 59			6 59		7 33			8 00	8 33	8 36
CONNECTING METRO-NORTH TRAINS TO:	1517 AM	1525 Local AM	1523 Express AM	1531 Local AM	1529 Express AM	1633 THRU AM	1431 AM	1735 AM	1535 Local AM	1533 Express AM	1637 THRU AM	1437 AM	1537 Local AM	1539 Express AM	1541 Local AM	1545 Local AM
New Haven–Union Station	5 56	6 15	6 24	6 37	6 43	7 08			7 12	7 21	7 40		7 42	7 52	8 14	8 41
West Haven	6 01	6 20	6 29	6 41	6 48	7 13			7 16	7 26	7 45		7 47	7 56	8 19	8 46
Milford	6 08	6 28	6 36	6 49	6 57	–			7 24	7 35	–		7 54	8 04	8 26	8 54
Stratford	6 15	6 34	6 43	6 55	7 03	–			7 31	7 41	–		8 01	8 11	8 33	9 00
Bridgeport	6 22	6 41	6 49	7 02	7 10	7 31			7 37	7 48	8 04		8 07	8 17	8 39	9 07
South Norwalk	–	7 09	–	7 32	–	–			8 04	–	–		8 36	–	9 08	9 30
Stamford	6 56	7 23	7 20	7 43	–	8 03	8 04	8 13	8 17	8 18	8 35	8 45	8 49	8 52	9 20	9 42
Greenwich	c	7 38	–	7 58	–	–	8 21	8 31	c	–	–		8 53	8 57	–	c
Grand Central Terminal	7 51	8 24	8 13	8 45	8 35	–	8 57	9 07	9 24	9 12	–		9 38	9 42	9 45	10 40

At present, Connecticut reimburses Amtrak \$10 for each Shore Line East passholder that rides Amtrak. This rate was set when the cross-honor fare agreement first began with no provisions for escalation and is significantly lower than Amtrak's current saver fare of \$15 for Northeast Regional service. Amtrak has notified Connecticut that it desires to increase the reimbursement rate. By comparison, the one-way Shore Line east fare is \$10.25 between New London and New Haven. Monthly passes between the same station pair is \$506 on Amtrak and \$214.25 on Shore Line East. The large differential between the Amtrak monthly fare cost and the Shore Line East

cost is likely one reason why only a limited number of Amtrak trains are included in the agreement.

Hartford Line and Amtrak

The Hartford Line, which is Connecticut’s newest rail line, began service in 2018 and operates between Springfield, MA and New Haven, CT along the same line as Amtrak’s Northeast Regional service to and from Springfield and Vermonter trains to and from Vermont.

With one exception, fare integration between the Hartford Line and Amtrak works both ways, with the same tickets and passes valid on both services. The exception is Amtrak Vermonter service, which is funded by Vermont and not part of the cross-honor fare agreement. One-way tickets between New Haven and Hartford are \$8 and tickets between New Haven and Springfield are \$12.75. These fares are approximately half of what Amtrak charged before the opening of the Hartford Line and the cross-honor fare agreement.

Excerpt of Hartford Line Schedule Showing Amtrak Trains that Accept Hartford Line Fares

Station	Amtrak 451	Amtrak 141	CTrail 4451	Amtrak 495	CTrail 4453	Amtrak 471	CTrail 4405	Amtrak 473	CTrail 4407	Amtrak 475
Springfield	5:13 AM	5:55 AM		7:05 AM		8:55 AM	10:39 AM	12:04 PM	1:50 PM	3:55 PM
Windsor Locks	5:31 AM	6:15 AM		7:24 AM		9:14 AM	11:00 AM	12:23 PM	2:11 PM	4:14 PM
Windsor	5:37 AM	6:21 AM		7:29 AM		9:19 AM	11:07 AM	12:28 PM	2:18 PM	4:19 PM
Hartford	5:46 AM	6:31 AM	7:05 AM	7:39 AM	8:15 AM	9:29 AM	11:17 AM	12:38 PM	2:28 PM	4:29 PM
Berlin	5:56 AM	6:42 AM	7:17 AM	7:49 AM	8:27 AM	9:40 AM	11:29 AM	12:49 PM	2:40 PM	4:40 PM
Meriden	6:05 AM	6:53 AM	7:26 AM	7:58 AM	8:36 AM	9:49 AM	11:38 AM	12:58 PM	2:49 PM	4:49 PM
Wallingford	6:13 AM	7:01 AM	7:35 AM	8:06 AM	8:45 AM	9:57 AM	11:47 AM	1:06 PM	2:58 PM	4:57 PM
State Street Station	6:26 AM	7:14 AM	7:51 AM	8:19 AM	9:01 AM	10:10 AM	12:03 PM	1:19 PM	3:14 PM	5:10 PM
New Haven Union Station	6:33 AM	7:17 AM	7:57 AM	8:27 AM	9:07 AM	10:18 AM	12:11 PM	1:27 PM	3:22 PM	5:18 PM

The opening of the Hartford Line has increased ridership between New Haven and Springfield, from 725 passengers a day to over 2,000. The increase in ridership led to overcrowding on some Amtrak trains (which had only two cars versus four on the Hartford Line) and some well publicized incidents of passengers using Hartford Line tickets being denied boarding. These issues have since been resolved.

Unlike on Shore Line East, Amtrak is not reimbursed on a per trip basis. Instead, the cross-honor agreement is part of a much larger agreement through which Connecticut funds Amtrak Northeast Regional service to and from Springfield.

Virginia Railway Express (VRE) and Amtrak

The Virginia Railway Express (VRE) is commuter rail service that operates between northern Virginia and Washington, D.C. Service on VRE’s Fredericksburg Line is limited, with only eight AM inbound trains and eight PM outbound trains, and its cross-honor fare arrangement with Amtrak provides access to five inbound and five outbound Amtrak trains.

VRE Fredericksburg Line Schedule Denotes Amtrak Cross-Honor Routes

Train Number	Spotsylvania	Fredericksburg	Leeland Road	Brooke	Quantico	Rippon	Woodbridge
300	4:54 a.m.	5:05 a.m.	5:12 a.m.	5:18 a.m.			5:40 a.m.
302 S	5:04 a.m.	5:15 a.m.	5:22 a.m.	5:28 a.m.	5:40 a.m.	5:49 a.m.	5:56 a.m.
304	5:20 a.m.	5:31 a.m.	5:38 a.m.	5:44 a.m.	5:56 a.m.	6:05 a.m.	6:12 a.m.
306 S	5:34 a.m.	5:45 a.m.	5:52 a.m.	5:58 a.m.	6:10 a.m.	6:19 a.m.	6:26 a.m.
308	6:00 a.m.	6:11 a.m.	6:18 a.m.	6:24 a.m.	6:36 a.m.	6:45 a.m.	6:52 a.m.
310 S B	6:20 a.m.	6:31 a.m.	6:38 a.m.	6:44 a.m.	6:56 a.m.	7:05 a.m.	7:12 a.m.
Amtrak* 86		6:56 a.m.			7:16 a.m.		7:28 a.m.
312 B	7:05 a.m.	7:16 a.m.	7:23 a.m.	7:29 a.m.	7:41 a.m.	7:50 a.m.	7:57 a.m.
314 S B	7:33 a.m.	7:44 a.m.	7:51 a.m.	7:57 a.m.	8:09 a.m.	8:18 a.m.	8:25 a.m.
Amtrak* 174		8:10 a.m.			8:32 a.m.		8:46 a.m.
Amtrak* 84		9:25 a.m.			9:47 a.m.		
Amtrak* 94		12:09 p.m.			12:29 p.m.		
Amtrak* 66		7:27 p.m.			7:52 p.m.		

VRE’s cross-honor fare agreement with Amtrak is unique in that it requires passengers to pay much of the cost that VRE pays to Amtrak. That rate was recently increased from \$12 to \$13 per passenger, and the charge that passengers pay from \$7 to \$8.¹ VRE markets this as a “Step-Up” fare that is available to passengers with monthly passes or multi-trip tickets.

VRE Step Up Ticket, as Described by VRE

A step-up ticket is a ticket that VRE riders can purchase (in conjunction with a TLC Ticket, Monthly Ticket, Five Day Pass or Ten-Trip ticket) that allows one the ability to ride a designated Amtrak train.

Step-Up tickets are valid one year from the date of purchase and are not refundable or cannot be exchanged once expired.

Amtrak charges VRE \$13 for every step-up ticket collected on their trains. The current cost of an Amtrak step-up ticket for riders is \$8.00. VRE subsidizes the last \$5 to help reduce crowding on some of our trains by allowing riders to take an Amtrak train instead.

If any of the following Amtrak train numbers are operating: 66,67, 83, 85, 86, 84, 87, 93, 94, 95, 125, 171, 174, 176, Monday through Friday, even on a weekday holiday when VRE is not running, an Amtrak step-up ticket with a properly zoned VRE Monthly, 5 day pass or 10 ride ticket, will be accepted by Amtrak for travel on that train.

Amtrak numbered trains that are different from any of the above are not considered cross honor trains and cannot be ridden by a VRE passenger with a VRE ticket or step-up. These trains can only be ridden with an Amtrak ticket.

If you do not have a Step-Up ticket accompanied by a valid VRE ticket and you board an Amtrak train, you will be asked to pay the standard rate for an Amtrak ticket to your destination.

Step-Up tickets can only be used in our service area. From points beyond our service area, you would need a separate Amtrak ticket.



¹ This has been temporarily reduced to \$4 to mitigate construction-related closures of four Metrorail stations in Northern Virginia.

Southern California Transit Systems and Amtrak

In Southern California, there are a number of fare integration programs between Amtrak's Surfliner service, regional commuter rail services, and local bus providers:

- Rail 2 Rail programs that provides joint use of Metrolink, COASTER, and Amtrak Surfliner trains.
- Free transfers from Surfliner trains to most local bus services
- Discounted day passes for Surfliner riders for LA Metro and San Diego MTS services.

Metrolink and Amtrak

Metrolink, which provides commuter rail service in Los Angeles area, has a cross-honor fare agreement with Amtrak in which monthly passholders on each service can jointly use all Metrolink and Amtrak service between specific station pairs at no additional cost.

Metrolink Rail 2 Rail Program, as Described by Metrolink



Under the Rail 2 Rail® program, Orange and Ventura County corridor Metrolink Monthly Pass holders can travel on Amtrak Pacific Surfliner trains, within the station pairs of their pass, at no additional charge, including Saturday and Sunday. Metrolink Monthly Pass holders who travel outside of station pairs identified on their pass are required to purchase an Amtrak ticket for the portion of the trip not within the Monthly Pass station pairs. Metrolink passengers simply show their Monthly Pass and board any Amtrak Pacific Surfliner train or bus to their destination.

The Rail 2 Rail® program does NOT include travel on Coast Starlight trains.

Amtrak Pacific Surfliner Monthly Pass holders may ride any Metrolink train, within the station pairs on their pass, at no additional charge.

Amtrak 10-Trip tickets are only accepted on Metrolink trains that operate on the Ventura County Line between Burbank Airport-South and Los Angeles Union Station. All Metrolink ticket types are accepted on Amtrak trains that operate between Burbank Airport-South and Los Angeles Union Station.

Metrolink pays Amtrak a flat rate per boarding, and the agreement has been renegotiated multiple times since 2002. In FY 2017-18, the reimbursement rate was \$7 per boarding, which is approximately equal to the average fare per person riding Metrolink on the same route. Many station pair combinations are possible for cross-honoring, but as an example, a monthly pass between Los Angeles Union Station and Oceanside Transit Center costs \$462 on Metrolink and \$508 on Amtrak.

COASTER and Amtrak

The North County Transit District (NCTD) provides COASTER commuter rail service between Oceanside and downtown San Diego, CA. Its cross-honor fare agreement with Amtrak, which is also called Rail 2 Rail, allows passholders of both services to ride all trains at no additional cost.

COASTER Rail2Rail Program, as Described by NCTD

More Trains to More Places

Ride Amtrak Pacific Surfliner® trains with your COASTER Regional Day or Monthly/30-Day Pass between Oceanside and downtown San Diego, with stops at Oceanside Transit Center, Solana Beach, Old Town, and Santa Fe Depot. Board any Pacific Surfliner® train for an express trip along the coastal corridor.

Any valid COASTER Regional Day or Monthly/30-Day Pass will be accepted on-board the Pacific Surfliner trains.

Pacific Surfliner trains stop ONLY at the following stations:

- Oceanside Transit Center
- Solana Beach
- Old Town
- Santa Fe Depot (San Diego)

Check the schedule, board on any Pacific Surfliner train, and show the Amtrak conductor any valid COASTER Regional Day or Monthly/30-Day Pass.

NCTD currently pays Amtrak \$4.51 per boarding, which is the average fare collected on its own COASTER service. Pacific Surfliner monthly pass holders can also ride COASTER trains.

Along the longest stretch of the COASTER corridor, NCTD day passes are \$12 and a monthly passes are \$165. Amtrak one-way tickets from Oceanside to Downtown San Diego are \$17.90 and monthly passes are \$322.

Amtrak Surfliner and Local Bus Services

In addition to the Rail 2 Rail program, the Pacific Surfliner Transit Transfer Program allows passengers to transfer for free to more than 12 local transit agencies. This program was piloted through a grant, and the participating agencies are paid an agreed upon transfer rate. Riders can also purchase discounted one-day passes for Los Angeles Metro and San Diego Metropolitan Transit System.

Other Examples of Fare Integration

Providence Line and RIPTA

Through an agreement with RIDOT, MBTA commuter rail pass holders are allowed to ride RIPTA services. RIDOT previously paid RIPTA for the cost of those rides on a per trip basis but no longer does so. That arrangement was implemented as part of efforts to increase commuter rail ridership to and from Wickford Junction.

GO Transit and Barrie Transit

GO Transit, which is the public transit system for the Greater Toronto Area, provides commuter rail service to two train stations in Barrie, Ontario. Barrie Transit, which is the local transit provider, provides fare-free service to and from the two commuter rail stations in its service area.

To be eligible for the fare-free service, riders must travel within 30 minutes of a scheduled commuter rail departure or arrival and show a GO Transit pass or ticket to the bus operator.

Excerpt of Barrie Transit Schedule Showing Free Bus/Rail Connections

		Weekday Morning: Bus to Train						
		Train #1 5:18 AM	Train #2 5:48 AM	Train #3 6:03 AM	Train #4 6:18 AM	Train #5 6:33 AM	Train #6 6:48 AM	Train #7 7:18 AM
	1A				6:10 AM		6:40 AM	7:10 AM
	1B		5:25 AM	5:55 AM		6:25 AM		6:55 AM
	4A					6:20 AM		
	4B				6:10 AM		6:40 AM	7:10 AM
	7A				6:06 AM		6:36 AM	7:06 AM
	7B					6:20 AM		6:50 AM
	8A - SB		5:30 AM	6:00 AM		6:30 AM		7:00 AM
	8B - NB							7:10 AM
	90A							6:56 AM

New York MTA and Bee-Line Bus

Bee-Line Bus, which provides transit service in Westchester county north of New York City, has joint fares with New York’s Metropolitan Transportation Authority (MTA), which is the major transit provider for the New York area. In effect, Bee-Line piggybacks on MTA fare system and uses MTA pay-per ride and unlimited ride MetroCards and MetroPasses as its fare media. Pay per ride MetroCard users are eligible for one free transfer to Bee-Line buses, NYC buses and subways and unlimited ride MetroCard users get unlimited service on both systems. Cash riders are eligible for one free transfer between systems which is enabled through the use of paper transfers.

Potential Fare Integration for Rhode Island

There are two types of fare integration that would be particularly useful for Rhode Island transit passengers:

- Providence Line and Amtrak cross-honored fares
- Providence Line and RIPTA joint fares (and including Amtrak service if a Providence Line/Amtrak cross-honor fare program is developed).

Other potential fare integration could include:

- RIPTA and GATRA, which serves Attleboro, MA, including limited connections with RIPTA in Pawtucket
- RIPTA and SRTA, which serves Fall River, MA, for the Newport–Fall River–Providence service that will be implemented this fall.

Providence Line/Amtrak Fare Integration

A cross-honor fare agreement that allowed Rhode Island riders to use Providence Line and Amtrak trains interchangeably would have a number of benefits. These include:

- **More frequent service**
- **A better passenger experience**
- **Fewer gaps in off-peak service**
- The equivalent of **express service to Boston**, since Amtrak trains serve fewer stops and are faster
- **Stronger ties between Rhode Island and Boston**

Existing cross-honor fare agreements from around the United States indicate that there would be a number of ways to implement cross-honored fares between the Providence Line and Amtrak services between Rhode Island and Boston. Considerations would include:

- **One way or two way cross-honoring.** With one-way cross honoring, Providence Line passholders and multi-ride ticket holders would be able to use Amtrak trains, but not visa-versa. This is the approach currently used by Shore Line East and VRE. With two way cross-honoring, Amtrak monthly pass holders could also ride Providence Line trains. This is the approach currently used the Hartford Line and by Metrolink and COASTER in Southern California.

Cost basis. Whether by design or practice, Amtrak has agreements that use different cost bases. The two California commuter rail systems pay Amtrak a charge that is equivalent to the average fare collected on its own services, which is significantly lower than Amtrak's Saver fare. This likely reflects that Amtrak monthly pass holders are also permitted to use the commuter rail trains.

The Shore Line East and VRE agreements charge a per passenger fare that generally approximates its one-way Saver fare, or at least did when the charge was last set. Based on Amtrak's current saver fare between Providence and Boston, this cost would be around \$14 per passenger. (And while this cost is relatively high, it would be less expensive than paying to run additional trains.)

- **Administrative complexity.** Two way cross-honoring would necessarily involve the MBTA, which would significantly increase complexity and could require the MBTA to start tracking ridership by Amtrak passengers. One way cross-honoring, in which Providence Line passengers are permitted to ride Amtrak trains, could be implemented by Rhode Island and Amtrak without MBTA involvement. Essentially, Rhode Island would agree to reimburse Amtrak at a set price for all trips made by passengers with MBTA Zone 8 or multi-ride tickets.
- **Number and type of trains.** Some cross-honoring agreements permit use on all Amtrak trains, while others permit them on only specific trains. Acela trains, due to their much higher fare structure, would be difficult to include, but one is included in VRE's agreement with Amtrak. The maximum amount of service that could be available if all trains were included is shown on the next page.

Providence Line and RIPTA

As described above, RIPTA, provides fare-free service to MBTA pass and multi-ride ticket holders.

Combined MBTA and Amtrak schedules for Providence-Boston service

Northbound Service	Depart Providence	Arrive South Station	Southbound Service	Depart South Station	Arrive Providence
MBTA	05:00A	06:14A	Acela	05:00A	05:35A
MBTA	05:25A	06:40A	MBTA	05:30A	06:55A
MBTA	06:00A	07:05A	Acela	06:00A	06:38A
MBTA	06:23A	07:36A	NE Regional	06:10A	06:50A
NE Regional	06:56A	07:58A	MBTA	06:31A	07:36A
MBTA	07:13A	08:16A	Acela	07:15A	07:51A
MBTA	07:30A	08:37A	MBTA	07:25A	08:31A
MBTA	07:50A	08:57A	NE Regional	08:10A	08:53A
MBTA	08:25A	09:39A	Acela	09:00A	09:36A
Acela	09:27A	10:15A	NE Regional	09:30A	10:11A
MBTA	09:50A	10:59A	MBTA	09:35A	10:44A
NE Regional	10:29A	11:23A	MBTA	10:25A	11:36A
Acela	11:05A	11:54A	Acela	11:00A	11:43A
MBTA	11:15A	12:28P	MBTA	11:25A	12:28P
NE Regional	12:08P	1:08P	Acela	12:05P	12:42P
Acela	01:03P	02:05P	Acela	01:00P	01:36P
MBTA	01:08P	02:20P	NE Regional	01:30P	02:15P
MBTA	01:55P	03:02P	MBTA	01:43P	02:45P
NE Regional	02:32P	03:24P	MBTA	02:30P	03:39P
MBTA	03:07P	04:20P	Acela	03:05P	03:43P
Acela	03:09P	04:03P	NE Regional	03:15P	03:56P
NE Regional	03:55P	04:47P	MBTA	03:25P	04:28P
MBTA	04:08P	05:22P	MBTA	03:55P	04:58P
Acela	04:09P	05:04P	Acela	04:10P	04:49P
MBTA	05:20P	06:22P	MBTA	04:30P	05:39P
NE Regional	05:34P	06:36P	MBTA	04:53P	06:07P
MBTA	06:00P	07:00P	Acela	05:20P	05:55P
Acela	06:01P	06:59P	NE Regional	05:35P	06:15P
Acela	07:04P	07:54P	MBTA	05:40P	06:45P
MBTA	07:27P	08:36P	MBTA	06:10P	07:13P
NE Regional	07:29P	08:25P	NE Regional	06:45P	07:25P
Acela	08:06P	08:55P	MBTA	06:50P	08:03P
MBTA	08:15P	09:24P	MBTA	07:30P	08:40P
Acela	09:01P	09:54P	MBTA	08:30P	09:39P
NE Regional	09:22P	10:19P	NE Regional	09:30P	10:22P
MBTA	09:28P	10:39P	MBTA	10:00P	11:12P
Acela	10:11P	11:00P	MBTA	11:00P	12:11A
MBTA	10:30P	11:39P	MBTA	11:59P	01:10A
NE Regional	11:31P	12:25A			

Amtrak and RIPTA

In addition to Providence Line riders, Amtrak monthly pass holders could also be provided with free connecting or unlimited service on RIPTA.

Fare Integration between RIPTA and Other Transit Agencies

RIPTA and GATRA

Connections can be made in Pawtucket between RIPTA and Greater Attleboro Taunton Regional Transit Authority (GATRA), which provides services in the Attleboro, MA area. Because the

number of connecting passengers is very small, the most practical approach for a joint fare agreement would be for the two systems could agree to simply cross-honor fares at no cost.

RIPTA and SRTA

RIPTA is considering implementing service between Newport and Providence via Fall River. This service would serve Massachusetts riders. To facilitate this use, RIPTA and Southeastern Regional Transit Authority (SRTA), which serves Fall River, could implement an agreement in which SRTA monthly passes could be used on the new route with SRTA reimbursing RIPTA for the cost of the rides at a negotiated rate.

Technology for Fare Integration

RIPTA and the MBTA are both in the implementation stages of their respective fare system updates. These new systems, though operated by different technology companies, both use open platform interfaces and may provide new opportunities for fare integration. Allowing for tap cards and mobile payment options to be used for automatic transfers reduces the need for paper transfer tickets, increasing the convenience for both riders and transit operators. Other Mobility-as-a-Service technologies in the near future can also help riders travel seamlessly throughout the state without needing to consider the agencies and operators providing the service.

Regional Pass

The potential improvements described above would all be implemented individually by RIPTA or RIDOT. However, collectively, they could lead to the use of the MBTA Zone 8 pass as a Rhode Island and Massachusetts regional pass that would be valid for:

- All MBTA services up to Zone 8 commuter rail
- All RIPTA services
- Amtrak service between Providence and Boston