

# Transit Fares Integrating Alternative Modes as a Delay Insurance

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Travel time reliability

Delay insurance

Premium fare

Integrated multimodal transport

Nonlinear and dynamic programming

Public transport (PT) fare policy remains subject to innovations, not least evident in the Mobility as a Service discussion. Mode integration and related fare strategies can be used to increase the attractiveness of PT by compensating for potential delays. This study proposes “premium fares” as a novel pricing tool that can evaluate and improve the travel time reliability on a multimodal transportation network. The premium fare is higher than the standard fare but allows passengers to use an alternative service free of charge if waiting for the delayed public transport service is anticipated to be longer than a certain qualification threshold. Properties that guarantee monotonicity of the premium fare are developed. The operator aims to find the premium fare price and qualification threshold that can maximize its profit, based on the probability distributions of delay and passengers’ value of time (VOT). We model this optimization problem for a railway line given a limited capacity of alternative mode services, e.g., the number of taxis. A two-stage approach using nonlinear and dynamic programming is developed to obtain the optimal decision variables and associated capacity allocation plan. Our results show that the introduction of the premium fare can benefit both operators and travelers with increased profits and improved travel time reliability. The interplay between fares and the qualification threshold is illustrated using various delay and VOT distributions. To attract enough customers the premium fare has to be set below a specific level dependent on the VOT distribution. Meanwhile, the operator adjusts the qualification threshold to control the cost paid to the alternative service provider.

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# Discussion Paper On Alternative Transit Technologies

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## **Discussion Paper On Alternative Transit Technologies:**

**Planning and Design for Sustainable Urban Mobility** Un-Habitat,2013-10-30 Urban transport systems worldwide are faced by a multitude of challenges Among the most visible of these are the traffic gridlocks experienced on city roads and highways all over the world The prescribed solution to transport problems in most cities has thus been to build more infrastructures for cars with a limited number of cities improving public transport systems in a sustainable manner However a number of challenges faced by urban transport systems such as greenhouse gas emissions noise and air pollution and road traffic accidents do not necessarily get solved by the construction of new infrastructure Planning and Design for Sustainable Urban Mobility argues that the development of sustainable urban transport systems requires a conceptual leap The purpose of transportation and mobility is to gain access to destinations activities services and goods Thus access is the ultimate objective of transportation As a result urban planning and design should focus on how to bring people and places together by creating cities that focus on accessibility rather than simply increasing the length of urban transport infrastructure or increasing the movement of people or goods Urban form and the functionality of the city are therefore a major focus of this report which highlights the importance of integrated land use and transport planning This new report of the United Nations Human Settlements Programme UN Habitat the world s leading authority on urban issues provides some thought provoking insights and policy recommendations on how to plan and design sustainable urban mobility systems The Global Report on Human Settlements is the most authoritative and up to date global assessment of human settlements conditions and trends Preceding issues of the report have addressed such topics as Cities in a Globalizing World The Challenge of Slums Financing Urban Shelter Enhancing Urban Safety and Security Planning Sustainable Cities and Cities and Climate Change

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academics and policy makers interested in energy environmental and climate change issues

**Overcoming Barriers to Electric-Vehicle Deployment** National Research Council, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Overcoming Barriers to Electric-Vehicle Deployment, 2013-06-18 The electric vehicle offers many promises increasing U S energy security by reducing petroleum dependence contributing to climate change initiatives by decreasing greenhouse gas GHG emissions stimulating long term economic growth through the development of new technologies and industries and improving public health by improving local air quality There are however substantial technical social and economic barriers to widespread adoption of electric vehicles including vehicle cost small driving range long charging times and the need for a charging infrastructure In addition people are unfamiliar with electric vehicles are uncertain about their costs and benefits and have diverse needs that current electric vehicles might not meet Although a person might derive some personal benefits from ownership the costs of achieving the social benefits such as reduced GHG emissions are borne largely by the people who purchase the vehicles Given the recognized barriers to electric vehicle adoption Congress asked the Department of Energy DOE to commission a study by the National Academies to address market barriers that are slowing the purchase of electric vehicles and hindering the deployment of supporting infrastructure As a result of the request the National Research Council NRC a part of the National Academies appointed the Committee on Overcoming Barriers to Electric Vehicle Deployment This committee documented their findings in two reports a short interim report focused on near term options and a final comprehensive report *Overcoming Barriers to Electric Vehicle Deployment* fulfills the request for the short interim report that addresses specifically the following issues infrastructure needs for electric vehicles barriers to deploying the infrastructure and possible roles of the federal government in overcoming the barriers This report also includes an initial discussion of the pros and cons of the possible roles This interim report does not address the committee s full statement of task and does not offer any recommendations because the committee is still in its early stages of data gathering The committee will continue to gather and review information and conduct analyses through late spring 2014 and will issue its final report in late summer 2014 *Overcoming Barriers to Electric Vehicle Deployment* focuses on the light duty vehicle sector in the United States and restricts its discussion of electric vehicles to plug in electric vehicles PEVs which include battery electric vehicles BEVs and plug in hybrid electric vehicles PHEVs The common feature of these vehicles is that their batteries are charged by being plugged into the electric grid BEVs differ from PHEVs because they operate solely on electricity stored in a battery that is there is no other power source PHEVs have internal combustion engines that can supplement the electric power train Although this report considers PEVs generally the committee recognizes that there are fundamental differences between PHEVs and BEVs

Jersey City, Hudson River Waterfront Transportation Corridor Improvements, Hudson-Bergen Light Rail Transit System (HBLRTS), Hudson County, Bergen County ,1996

**World Bank Staff Working Paper** ,1979

*Assessment of Corridor Transportation* Edward C. Sullivan, 1984 Rail vs highway for 3 corridors San Jose Puerto Limon San Jose Caldera Caldera Liberia *Northeast Corridor transportation project, technical paper no.10*, 1968 Annual Report - Dane County Regional Planning Commission, 1980 **Energy, Transport, & the Environment** Oliver Inderwildi, Sir David King, 2012-03-05 Sustainable mobility is a highly complex problem as it is affected by the interactions between socio economic environmental technological and political issues Energy Transport the Environment Addressing the Sustainable Mobility Paradigm brings together leading figures from business academia and governments to address the challenges and opportunities involved in working towards sustainable mobility Key thinkers and decision makers approach topics and debates including energy security and resource scarcity greenhouse gas and pollutant emissions urban planning transport systems and their management governance and finance of transformation the threats of terrorism and climate change to our transport systems Introduced by a preface from U S Secretary of Energy Steven Chu and an outline by the editors Dr Oliver Inderwildi and Sir David King Energy Transport the Environment is divided into six sections These sections address and explore the challenges and opportunities for energy supply road transport urban mobility aviation sea and rail as well as finance and economics in transport Possible solutions ranging from alternative fuels to advanced urban planning and policy levers will be examined in order to deepen the understanding of currently proposed solutions within the political realities of the dominating economic areas The result of this detailed investigation is an integrated view of sustainable transport for both people and freight making Energy Transport the Environment key reading for researchers decision makers and policy experts across the public and private sectors *U.S. Government Research & Development Reports*, 1965 **Urban Transportation Abstracts**, 1983 Draft Alternatives Analysis/environmental Impact Statement of Prospective Transportation Improvements in Wayne, Oakland and Macomb Counties, Michigan United States. Urban Mass Transportation Administration, 1979 **Working Paper**, 1998 Government Reports Announcements & Index, 1994-04 **U.S. Government Research & Development Reports**, 1970 Government Reports Announcements, 1975-09-05 *Bibliography of Scientific and Industrial Reports*, 1970 *Lesko's Info-power* Matthew Lesko, 1994 Discover 45 000 free and low cost government resources related to thousands of topics such as hearth travel education taxes and investments All contact information has been updated in this edition including Internet addresses when available *The Regional Transportation Plan for Northern New Jersey* North Jersey Transportation Planning Authority, 1995

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### **Table of Contents Discussion Paper On Alternative Transit Technologies**

1. Understanding the eBook Discussion Paper On Alternative Transit Technologies
  - The Rise of Digital Reading Discussion Paper On Alternative Transit Technologies
  - Advantages of eBooks Over Traditional Books
2. Identifying Discussion Paper On Alternative Transit Technologies
  - Exploring Different Genres
  - Considering Fiction vs. Non-Fiction
  - Determining Your Reading Goals
3. Choosing the Right eBook Platform
  - Popular eBook Platforms
  - Features to Look for in a Discussion Paper On Alternative Transit Technologies
  - User-Friendly Interface
4. Exploring eBook Recommendations from Discussion Paper On Alternative Transit Technologies
  - Personalized Recommendations
  - Discussion Paper On Alternative Transit Technologies User Reviews and Ratings

- Discussion Paper On Alternative Transit Technologies and Bestseller Lists
- 5. Accessing Discussion Paper On Alternative Transit Technologies Free and Paid eBooks
  - Discussion Paper On Alternative Transit Technologies Public Domain eBooks
  - Discussion Paper On Alternative Transit Technologies eBook Subscription Services
  - Discussion Paper On Alternative Transit Technologies Budget-Friendly Options
- 6. Navigating Discussion Paper On Alternative Transit Technologies eBook Formats
  - ePub, PDF, MOBI, and More
  - Discussion Paper On Alternative Transit Technologies Compatibility with Devices
  - Discussion Paper On Alternative Transit Technologies Enhanced eBook Features
- 7. Enhancing Your Reading Experience
  - Adjustable Fonts and Text Sizes of Discussion Paper On Alternative Transit Technologies
  - Highlighting and Note-Taking Discussion Paper On Alternative Transit Technologies
  - Interactive Elements Discussion Paper On Alternative Transit Technologies
- 8. Staying Engaged with Discussion Paper On Alternative Transit Technologies
  - Joining Online Reading Communities
  - Participating in Virtual Book Clubs
  - Following Authors and Publishers Discussion Paper On Alternative Transit Technologies
- 9. Balancing eBooks and Physical Books Discussion Paper On Alternative Transit Technologies
  - Benefits of a Digital Library
  - Creating a Diverse Reading Collection Discussion Paper On Alternative Transit Technologies
- 10. Overcoming Reading Challenges
  - Dealing with Digital Eye Strain
  - Minimizing Distractions
  - Managing Screen Time
- 11. Cultivating a Reading Routine Discussion Paper On Alternative Transit Technologies
  - Setting Reading Goals Discussion Paper On Alternative Transit Technologies
  - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Discussion Paper On Alternative Transit Technologies
  - Fact-Checking eBook Content of Discussion Paper On Alternative Transit Technologies
  - Distinguishing Credible Sources

13. Promoting Lifelong Learning
  - Utilizing eBooks for Skill Development
  - Exploring Educational eBooks
14. Embracing eBook Trends
  - Integration of Multimedia Elements
  - Interactive and Gamified eBooks

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