REPORTS

Minute No. 32 2003 Transit Fare Increase
File TT-2 (Vol. 12)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 4, 2002, the Executive Policy Committee concurred in the administrative recommendation and recommends to Council:

1. That, effective January 1, 2003, regular and reduced cash fares be increased by five cents and that ticket and pass prices be increased proportionately.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

DECISION MAKING HISTORY:

Moved by Councilllor Clement,
That the administrative recommendation be concurred in and forwarded to Council.

Carried

Moved by Councillor Clement,
That the Administration be requested to discuss promotion of the EcoPass (Employed Sponsored Bus Pass Program) with the Downtown Business Improvement Zone.

Carried

Re:	**2003 TRANSIT FARE INCREASE**
For submission to:	**Executive Policy Committee**
Original report signed by:	**Rick Borland, Director of Transit**
Report date:	**November 12th, 2002**
In camera item:	**No**
Recommendation:	**That, effective January 1, 2003, regular and reduced cash fares be increased by five cents and that ticket and pass prices be increased proportionately.**

Report Summary

Key Issues:

- The department has submitted its draft 2003 to 2005 Business Plan and Current Estimates. In order to offset increasing costs and meet financial guidelines, the department requires a five cent fare increase to regular and reduced fares, effective January 1, 2003.

- Council has previously approved a transit fare policy that determines all other fares based on the regular cash fare. Approving the recommended fare increase will be contrary to this policy. Complying with the policy will result in no change to current reduced fares, but will not generate the increased revenue required to meet the financial guidelines.

Implications of the Recommendation:

General Implications

	None
	For the organization overall and/or for other departments
X	For the community and/or organizations external to the City of Winnipeg
	Involves a multi-year contract

Comment: All passengers of regular transit service and handi-transit service will be paying higher fares, effective January 1, 2003.

Policy implications

	No
X	Yes

Comment: The recommended fare increase is necessary to allow the department to maintain service levels, considering increasing costs and the financial guidelines provided and used in developing its draft 2003 Current Estimates. However, the fare increase will result in reduced fares that are higher than will be the case if the transit fare policy adopted by Council is followed. Approval of the recommended fare increase will not be consistent with the transit fare policy previously approved by Council.

Financial Implications

X	Within approved current and/or capital budget
	Current and/or capital budget adjustment required

Comment: The recommended fare increase is necessary to allow the department to maintain service levels, considering increasing costs and the financial guidelines provided to develop its draft 2003 Current Estimates.

Report

Recommendation:

That, effective January 1, 2003, regular and reduced cash fares be increased by five cents and that ticket and pass prices be increased proportionately.

Reason for the report:

Transit fare adjustments require Council approval.

History:

On February 22, 1995, Council approved a fare setting policy that based all other transit fares on the regular (adult) cash fare approved, from time to time, by Council.

On December 13, 1995, Council approved an amendment to the policy in regards to regular and reduced monthly pass rates.

On December 16, 1998, Council approved an amendment to the policy in regards to the reduced cash fare.

On July 12, 2002, the department submitted its draft 2003 to 2005 Business Plan, including its draft 2003 Current Estimates. The draft Current Estimates include the fare increase recommended in this report.

Discussion:

Current Estimate Background

The Transit Department receives its operating funding from three sources – system generated (transit fares, advertising, etc.), the Province of Manitoba and The City of Winnipeg. The draft 2003 Current Estimates propose minimal changes to service levels, in spite of significant anticipated cost increases for contributions to the Transit Bus Replacement Reserve, salaries and wages (with negotiated increases) and bus parts. The Provincial operating grant has been assumed to be consistent with that received in 2002. The grant from The City of Winnipeg assumes a 4.0% increase from 2002.

In addition to these projected revenues, and in view of increasing costs, in order to maintain service levels and meet financial guidelines, the department requires approval of the five cent fare increase being recommended. It is anticipated that this increase will produce nearly $1.2 million in additional revenue. In doing so, the fare structure will be as shown below in the "Proposed January 1, 2003" column:

		Current	**Proposed January 1, 2003**	**% Change**
Adult – Regular				
	Cash	$1.70	$1.75	2.9%
	Ticket (sheet of 10)	16.50	17.00	3.0%
	Weekday pass	14.85	15.30	3.0%
	SuperPass	16.50	17.00	3.0%
	Monthly pass	63.55	65.45	3.0%
	Post-secondary monthly pass	50.85	52.35	2.9%
Handi-transit	Cash	1.70	1.75	2.9%
	Ticket (sheet of 10)	16.50	17.00	3.0%
	Monthly pass	63.55	65.45	3.0%

Reduced – Regular	Cash	1.40	1.45	3.6%
	Ticket (sheet of 10)	10.50	11.00	4.8%
	SuperPass	10.50	11.00	4.8%
	Monthly pass	40.45	42.35	4.7%

Existing Fare Setting Policy

Approving these fares will be contrary to the transit fare policy previously approved by Council. Most recently amended in December, 1998, the original transit fare policy was developed after a two year study that considered a number of fare structure and policy issues. The intent of the resulting policy was to produce a fare structure that provides additional convenience and flexibility for passengers, is simple to understand and to enforce, encourages ridership, provides a rational scale of discounts, and maintains existing transit system revenues.

Following the December, 1998 amendment by Council, the current fare policy is as follows:

	Fare Category	Eligibility	Value
Single Trip Fares	Regular Cash Fare	Persons Aged 17-64 years	Set by Council
	Regular Ticket Fare	Persons Aged 17-64 years	$0.05 less than Cash Fare
	Reduced Cash Fare	Persons Aged 5-16 years Winnipeg High School Students Aged 17-21 (with ID) Persons Aged 65 and Over (with ID)	80% of Regular Cash
	Reduced Ticket Fare	Persons Aged 5-16 years Winnipeg High School Students Aged 17-21 (with ID) Persons Aged 65 and Over (with ID)	60% of Regular Ticket
Weekly Passes	Regular Weekday Pass (valid Monday - Friday)	Persons Aged 17-64 years	9 x Regular Ticket
	Regular Super Pass (valid Mon. - Sun)	Persons Aged 17-64 years	10 x Regular Ticket
	Reduced Super Pass (valid Mon. - Sun)	Persons Aged 5-16 years Winnipeg High School Students Aged 17-21 (with ID) Persons Aged 65 and Over (with ID)	10 x Reduced Ticket
	Regular Monthly Pass	Persons Aged 17-64 years	38.5 x Regular Ticket

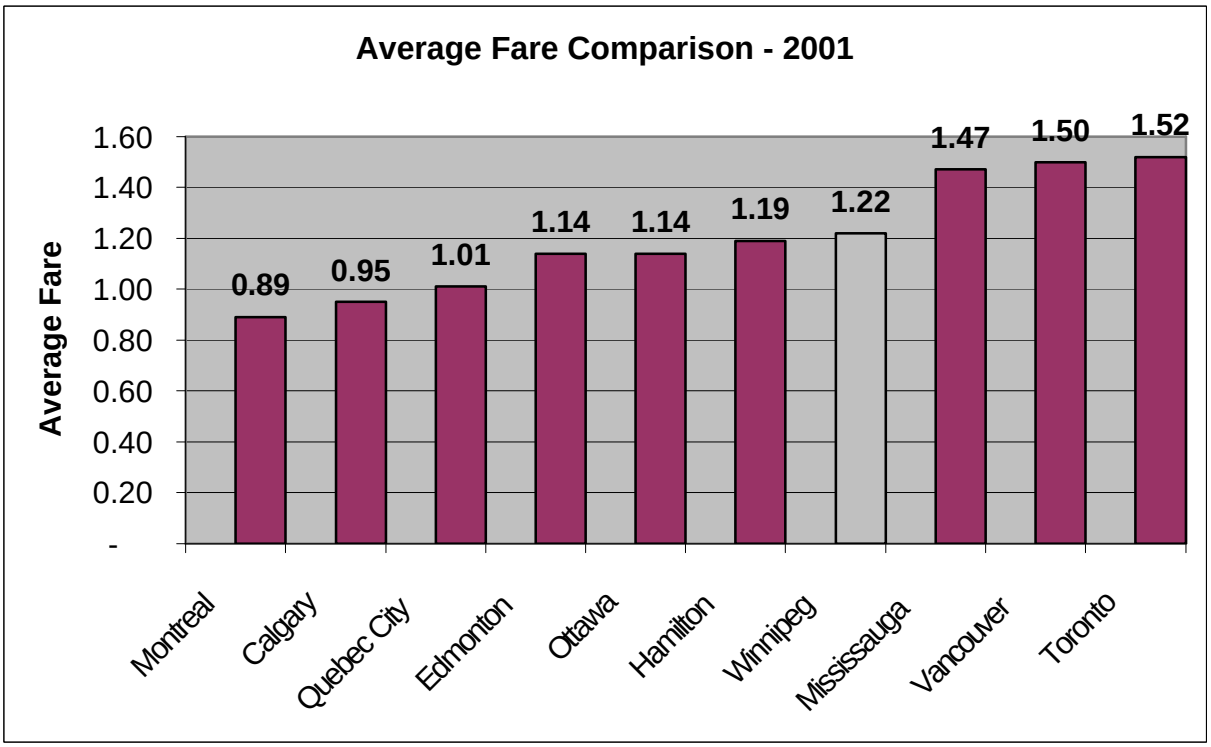
Monthly Passes	Reduced Monthly Pass	Persons Aged 5-16 years Winnipeg High School Students Aged 17-21 (with ID) Persons Aged 65 and Over (with ID)	38.5 x Reduced Ticket
	Post Secondary Student Monthly Pass	All Post-Secondary students with validated Student ID Apprenticeship and Continuing Education students not eligible	20% discount from regular monthly pass
Transfer System	Non-Directional	All cash and ticket passengers	Valid for 60 minutes from time of issue

If this policy is followed, all reduced fares (cash, ticket, monthly pass and the seven day weekly SuperPass) will remain unchanged from current levels. All other fares, in this case, will increase as is already recommended in this report.

Maintaining reduced fares at current rates will result in lost revenues of approximately $300,000. The department's draft 2003 Current Estimates do not provide any ability to absorb this, and the department will need additional tax support funding in this event.

Average Fare Comparison

The following chart provides a comparison of average fares charged in 2001 by systems comparable to Winnipeg Transit:



Additional comparisons of fares with the same cities are made in Appendix 1.

Implementation Delay

For information purposes, every month that the recommended fare increase is delayed will cost the City approximately $100,000 in lost revenue. The department's draft 2003 Current Estimates do not account for this revenue reduction possibility.

Financial Impact

Project Name: 2003 Transit Fare Increase **First Year of Program** **2003**

	2003	2004	2005	2006	2007
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	1,170,000	1,170,000	1,170,000	1,170,000	1,170,000
Net Cost/(Benefit)	$ (1,170,000)	$ (1,170,000)	$ (1,170,000)	$ (1,170,000)	$ (1,170,000)
Less: Existing Budget Amounts	N/A	N/A	N/A	N/A	N/A
Net Budget Adjustment Required	N/A	N/A	N/A	N/A	N/A

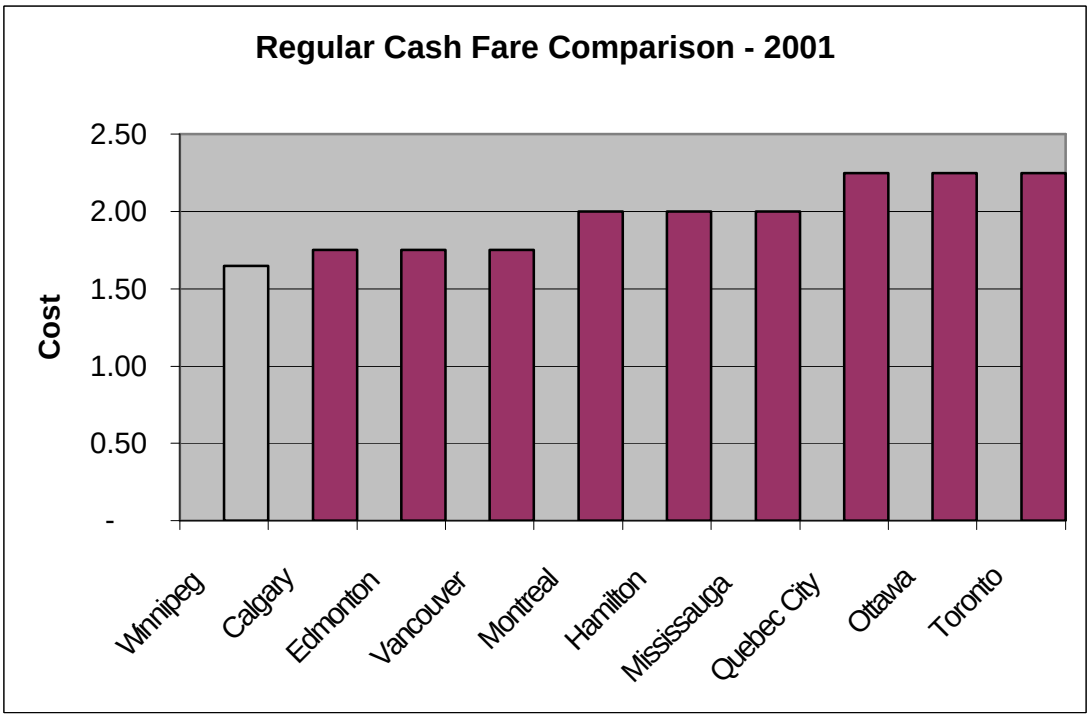
Additional Comments: The recommended 2003 Transit fare increase will provide an estimated additional $1,170,000 in passenger revenue. The Current Estimates for 2003 have not yet been approved.

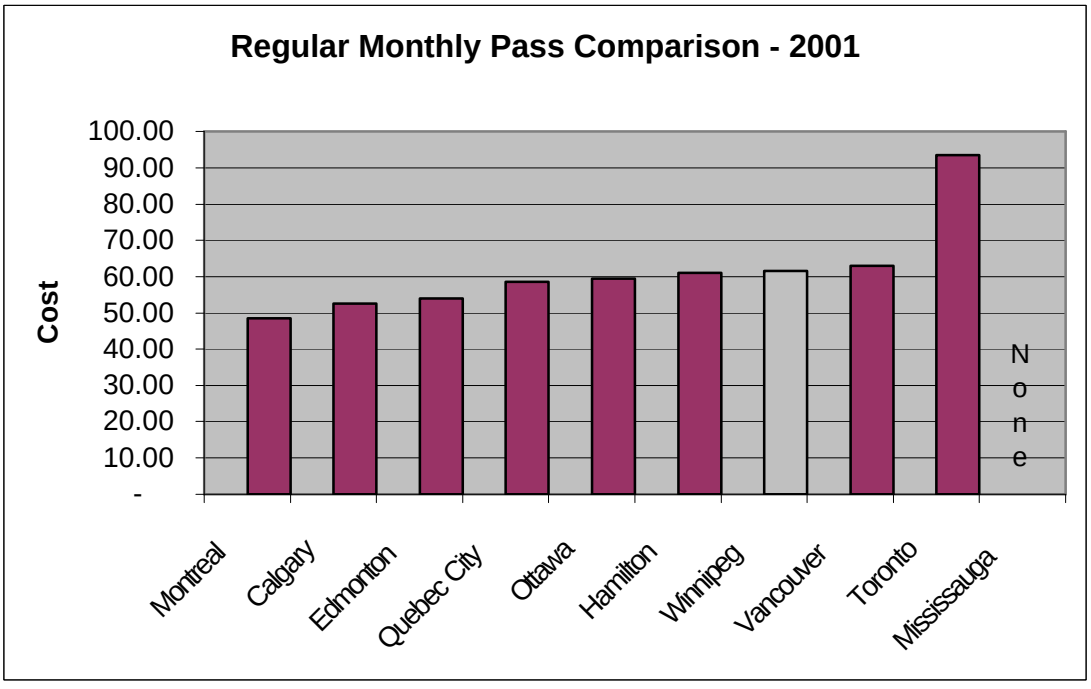
Manager of Finance & Administration

This Report Submitted By:

Department Transit Department
Division Finance and Administration
Prepared by: Paul D. Olafson, CA, Manager of Finance and Administration

APPENDIX 1


Regular Cash Fare Comparison - 2001
Cost
2.50
2.00
1.50
1.00
0.50
-
Winnipeg
Calgary
Edmonton
Vancouver
Montreal
Hamilton
Mississauga
Quebec City
Ottawa
Toronto


Regular Monthly Pass Comparison - 2001
Cost
100.00
90.00
80.00
70.00
60.00
50.00
40.00
30.00
20.00
10.00
-
None
Montreal
Calgary
Edmonton
Quebec City
Ottawa
Hamilton
Winnipeg
Vancouver
Toronto
Mississauga