Minutes – Executive Policy Committee – November 7, 2012

Minute No. 19
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 30, 2012

Item No. 2 Winnipeg Transit Fare Products, Policies and Fare Model

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submits the following to Council:

1. That Winnipeg Transit's fare products, fare model and resulting fares and fees be approved as included in Appendix 1, effective January 1, 2013 or as indicated.

2. That with the exception of the cash fare, these fares and fees be exempt from the authority given to the Chief Financial Officer in sections 3 and 4 of the Fees and Charges By-law to increase fares and fees by the rate of inflation and to round fares and fees up or down.

3. That Winnipeg Transit be authorized to set the minimum and maximum purchase quantities and balances per fare card.

4. That Winnipeg Transit investigates the possibility of utilizing a single agency to distribute the 2-ride e-ticket at a reduced cost to social service agencies based on need.

5. That Winnipeg Transit eliminate the convention pass product, and instead market the new fare product offerings that will become available upon implementation of the new automated fare collection system.

6. That bus transfers continue to be omni-directional and the validity window be changed from a minimum of 60 minutes to a set time of 75 minutes from the time issued, effective upon installation of the new fare boxes.

7. That e-rides purchased in one calendar year, continue to be valid in subsequent calendar years at the value originally purchased regardless of any fare increase.

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

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 30, 2012

DECISION MAKING HISTORY:

Moved by Councillor Vandal,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On October 30, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: **Winnipeg Transit Fare Products, Policies and Fare Model**

Critical Path: **Standing Policy Committee on Infrastructure Renewal and Public Works - EPC - Council**

AUTHORIZATION

Author	Department Head	CFO	CAO
T. Yanchishyn	D. Wardrop	M Ruta	D Joshi

RECOMMENDATIONS

1. That Winnipeg Transit's fare products, fare model and resulting fares and fees be approved as included in Appendix 1, effective January 1, 2013 or as indicated.

2. That with the exception of the cash fare, these fares and fees be exempt from the authority given to the Chief Financial Officer in sections 3 and 4 of the Fees and Charges By-law to increase fares and fees by the rate of inflation and to round fares and fees up or down.

3. That Winnipeg Transit be authorized to set the minimum and maximum purchase quantities and balances per fare card.

4. That Winnipeg Transit investigates the possibility of utilizing a single agency to distribute the 2-ride e-ticket at a reduced cost to social service agencies based on need.

5. That Winnipeg Transit eliminate the convention pass product, and instead market the new fare product offerings that will become available upon implementation of the new automated fare collection system.

6. That bus transfers continue to be omni-directional and the validity window be changed from a minimum of 60 minutes to a set time of 75 minutes from the time issued, effective upon installation of the new fare boxes.

7. That e-rides purchased in one calendar year, continue to be valid in subsequent calendar years at the value originally purchased regardless of any fare increase.

REASON FOR THE REPORT

As the report recommendations cannot be accomplished under the authority of the Fees and Charges by-law, approval by Council is required.

IMPLICATIONS OF THE RECOMMENDATIONS

The recommended changes to the fare products and fare model will allow Winnipeg Transit to offer more fare products to the public to better match individuals' ridership choices and maintain a consistent pricing relationship between each product.

To accommodate the new transit fare model approach, a separate report will be forthcoming to recommend changes to the Fees and charges by-law 196/2008. The recommended changes will explicitly exempt the transit fare model proposed in this report, from the inflationary and rounding authority given to the Chief Financial Officer under the By-law. The one aspect of this fare model that will still be subject to the inflationary and rounding authority of the Fees and Charges By-law is the cash fare, which will serve as the basis for all other fares in the model.

It is possible that giving passengers more choice for their fare products, and the ability to choose the most cost-effective one for their situation may have a negative impact on Transit's fare revenue, however, given the rebalancing of the fare model, it is anticipated the effect on budgeted fare revenue will be neutral overall.

HISTORY

On January 22, 1992, Council approved that all City fees and charges increase annually by the rate of inflation unless a review indicated otherwise.

In 1996, Council adopted a transit fare policy that fixed the relationship between the full cash fare and all other fare categories (See Appendix 2). However, this policy has been deviated from over the past number of years.

On December 17, 2008 Council approved the Fees and Charges By-Law No. 196/2008 whereby the Chief Financial Officer can approve increases annually of all fees and charges up to the rate of inflation and permits the Chief Financial Officer to round fees up or down for ease of payment.

Transit fares for 2010 and 2011 were approved by the Chief Financial Officer under By-Law 196/2008. Transit fares for 2012 were approved by Council.

As the Transit department anticipates implementing its new Automated Fare Collection System in 2013, with smart card functionality expected to be phased in starting in late 2013, the addition of new fare products to complement the new system is required.

OVERVIEW OF NEW FARE COLLECTION SYSTEM

- The new system will include registering fare boxes, transfer dispensers, transfer readers, and smart cards.

- Passengers will continue to be able to pay by cash and to receive free transfers that will be valid for 75 minutes for boarding on any route in any direction prior to the expiry time. Transfers will be validated by a bar-code reader on the fare box.

- Existing paper tickets and passes will be replaced by a new smart card system. A variety of types of ticket and pass fares can be loaded on the smart cards.

- Once a smart card is issued and registered, it can be reloaded remotely by phone or internet or at designated outlets.

- The system will be phased in, with the registering fare boxes introduced in the spring of 2013 and the smart cards in the fall of 2013.

FARE PRODUCTS AND PRICING

Fare products, the fare model and resulting 2013 fares to be offered upon implementation of the smart card system included as part of the Automated Fare Collection System are presented in Appendix 1 and are more fully described below. The 2013 fares presented under the new model include the annual inflationary increase over 2012 fares. The inflation rate utilized is 2.9%.

All fares are based on the calculation noted in Appendix 1, and then rounded up or down to the nearest nickel as appropriate to achieve the desired fare product relationships.

Appendix 3 includes comparative pricing relationships for other Canadian cities for some of the fare pricing relationships discussed below.

SINGLE JOURNEY FARES

While passengers will continue to be able to pay by cash (coins only), the smart card can also be used to pay single journey fares:

E-Cash

Passengers can load cash value onto their fare card and store it on the card until needed. Benefits of e-cash include: security over carrying cash, and not having to worry about carrying exact change. If a passenger's registered fare card is lost or stolen, Winnipeg Transit can transfer the balance from the old card onto a new card. In addition, for passengers that register their fare card, they can setup auto-reload, so that when their e-cash balance drops below a certain level a new amount will automatically be added and charged to the customer's credit card.

The e-cash fare is set to be at a value between that of the cash fare and that of the e-ride fare (the e-ride fare replaces paper tickets). It is set at this amount to reflect an increased commitment to transit over cash fare passengers, yet high enough to create an incentive to users to purchase e-rides, and can include the added benefits offered on registered reloadable cards.
The minimum e-cash value that can be loaded onto a card is $5. The maximum amount is $500.

E-ride

An e-ride is the replacement product for the paper ticket. Each e-ride constitutes a ride 'token' valid for a single journey, including associated transfers, stored on the reloadable card. A maximum of 30
e-rides can be stored on a card. The minimum purchase quantity will be 5, which is consistent with current policy. The exception will be school students, whose transportation may be provided by the school division where the minimum purchase quantity will be 3. School administrator cards will be programmed to allow a higher number of rides in order to be able to pay for the travel of a class field trip.

A significant customer service improvement will be eliminating the requirement to exchange 'old' e-rides for 'new' e-rides when a fare change occurs. As the system is able to limit the number of e-rides an individual can hold at 30, the maximum exposure to Winnipeg Transit's fare revenue is $1.50 per passenger (assuming a $0.05 increase in the e-ride fare). This improvement will benefit passengers as they no longer need to visit a Transit customer service center to exchange their tickets and will benefit the Transit department from decreased administration work to process all of the exchanges.

The e-ride fare is set at a percentage of the cash fare as indicated in Appendix 1. The discounts have been set to be similar to the existing ticket discount and to act as a disincentive for the use of cash. For 2013, after applying the new fare model and then the inflationary increase, the full fare and senior e-ride price will be frozen at the 2012 level for one year.

Once the new fare boxes are installed, and before the smart card system is operational, a temporary ticket chute will be installed into the fare box to accept paper tickets. Once the smart card system is operational, the ticket chute will be removed and use of paper tickets will be discontinued.

The following pricing relationships are all based on a multiple of the e-ride price. Until the smart card system is operational the term 'ticket' should be used to replace the term e-ride in the calculation of the following fares.

TIME PASSES

A time pass is valid for an unlimited number of journeys commencing on the date of first use and continuing for the number of consecutive calendar days purchased. Time Passes can be purchased for periods of 24 hours, 3 days, 5 days, 7 days, 14 days, 21 days, or 28 days. Time Passes can start on any day (a 'hanging start date') and do not have to start on the first day of a week or a month.

The time pass is the cornerstone of the new fare program meant to bring all fare products, consistently across the board, in line with riders' true travel needs. Time-based fare products allow riders to purchase a set of passes that better match their commuting needs. For example, a person taking 2 weeks of vacation in July could choose to purchase a 14 day pass, in order to cover their transit needs for the 2 weeks they will be working, and therefore avoid overpaying for a full month of travel. Similarly, a person with 1 week of vacation in December could purchase a 21 day pass, in order to cover only the 3 weeks that travel will be necessary that month.

Because time-based passes are activated on the first day of use rather than on the first day of the week or month, passengers can tailor their passes to suit their unique work/life needs.

The pricing of each Time Pass is based on a multiple of the e-ride price. The number of e-rides the price is based on increases consistently based on the number of days in the applicable pass product. The longer the duration of the pass, the greater the discount provided to the purchases. In this way, greater incentives are provided to those who commit to higher levels of transit use.

24-Hour E-Pass

The 24-hour e-pass, known in some other municipalities as a Day Pass, will be valid for 24 hours from the time it is first activated upon boarding. By utilizing a 24-hour product instead of a calendar day will be to the customer's advantage, and will appeal to visitors to the City who arrive at various times of the day who want to utilize a day pass for their travel.

Recommended pricing of 3.7 times an e-ride, so the pass will be economical for a passenger making at least 2 return trips per day. It is unlikely that an individual would purchase a 24 hour pass if they were not planning to make at least two return trips.

3 Day E-Pass

The 3 day e-pass will primarily be used by visitors to the City as well as riders who only utilize transit for a few days at a time. Of the other Canadian transit systems identified in Appendix 3, only Montreal offers a 3-day pass.

Recommended pricing is at 7.5 times an e-ride, making it economical for a passenger making a minimum of 4 return journeys during a three day period.

5 Day, 7 Day, 14 Day, 21 Day E-Pass

The 5 day and 7 day e-pass products will replace current paper pass products known now as 'Weekday Pass, and Superpass.' The 14 and 21 Day e-pass products are new products and will provide passengers an additional product to fit the variability in their work/life schedule.

The 5 day e-pass pricing relationship is set a 9 times an e-ride, and 7 day e-pass pricing relationship is the same as under the current system at 10 times an e-ride. The 7 day e-pass price for full fare and senior will be frozen at the 2012 level in 2013 for one year.

The 14 and 21 day e-pass products are set at an appropriate number of e-rides to make it more beneficial to buy than the 7 day e-pass, but at a lesser discount than what is provided for the 28 day e-pass.

28 Day E-Pass

The 28 day e-pass will replace what is currently known as the Monthly Pass once the smart card portion of the system is operational as the 28 day e-pass provides more flexibility.

One of the challenges with a monthly pass is that the pass price per day varies based on the number of days there are in a month. Current monthly pass prices are calculated based on a 30.4 day month, which means that it has more value when the month has 31 days, but has less

value when the month has 28 days. However, with a 28 day e-pass, the pass price per day stays consistent month after month. Another reason a 28 day e-pass is recommended rather than a 30 day pass, is because it will take 13 x 28 day passes to make up a full calendar year. 28 days is also 4 weeks, which works well with the other pass products of 21 days, 14 days and 7 days. In this way, passengers can easily use combinations of various lengths of passes over the course of a year to meet their personal work/school/vacation schedules.

In 1996, Council approved a fare model that priced the monthly pass at a multiple of 38.5 times the value of the ticket fare. This relationship provides a slight discount for those who just travel to work/school on weekdays (about 40 trips) each month and a very large discount for those who travel for all trip purposes and on all days of the week. Most Canadian cities price their monthly passes at a similar multiple. With a 28 day pass, the equivalent multiple of the e-ticket is calculated 28 days / 30.4 days x 38.5 = 35.5 e-rides.

In late 2013, with the introduction of the 28 day pass product upon implementation of the automatic fare collection system users will see a reduction in the price of the Monthly pass from $82.80 to the 28 day pass price of $76.35 resulting in an equivalent annualized cost.

PERIOD PASSES

A period pass is valid for an unlimited number of journeys each day commencing at 4:00 am on the first day (start date) of the period and ending at 2:00 am on the day after the last day (end date) of the period. Two types of period passes are recommended: a Semester Pass targeted at post-secondary students and an Annual Pass for any type of passenger.

Monthly Pass

As mentioned above the monthly pass pricing relationship will be set at 38.5 e-rides per month and is effective on January 1, 2013. Upon implementation of the smart card portion of the automated fare collection system, the monthly pass will be discontinued excluding Handi-Transit as the determination to transition Handi-Transit clients from the monthly pass to a 28 day pass has not yet been made.

Note that even though the monthly pass will be discontinued, the monthly pass pricing relationship of 38.5 e-rides per month will be utilized to determine the value of the period passes.

Semester Pass

This pass product is targeted at post-secondary students and is designed to match each of the fall and winter semesters of the major post-secondary institutions. The time frame that is recommended is a 4 month semester pass, as this corresponds to the time frame the majority of the post-secondary institutions currently selling post-secondary passes to their students use. If there is demand from other institutions for a semester pass of a different length, this will be considered.

This type of pass will allow students to pay for all of their transportation needs at the beginning of each semester and not have to worry about renewing their pass each month. It will also commit students to transit for the last month of a semester when many students do not buy a monthly pass. This product will be priced to reflect the fact that the final month in a semester (December for the fall semester, and April for the winter semester) is not heavily used.

The recommended pricing is equivalent to 3.4 months x 38.5 e-rides.= 131 e-rides.

Annual Pass

This pass product will be offered to those passengers who always use transit and do not want to worry about purchasing their products on an ongoing basis. This product will likely be most used by seniors and families of seniors looking to arrange their transportation needs only once per year. The annual pass will be effective from January 1st to December 31st.

Pricing will be equal to 12 x 28 day pass, giving the rider their 13th 28 day pass free.

OTHER PRODUCTS

E-Ticket – 2 ride

This 'one time loadable' card product contains 2 e-rides and will not be available to the general public. This product has been designed to satisfy the needs of certain agencies whose clientele have historically been provided with one or two standard bus tickets at a time.

As the 'one time loadable' card itself carries a per unit cost of $0.70, the pricing of this specially designed product for this segment must recover this cost and has been set to reflect this.

Winnipeg Transit will investigate the possibility of using a single agency to distribute 2-ride e-tickets at a reduced cost to other agencies based on need.

E-Ticket – 6 ride, and 10 ride

These products are offered exclusively on the 'one time loadable' card and are marketed to visitors to the City. Pricing of this product is higher than that for e-rides on the reloadable card.

SENIORS FARE PRODUCTS

The Council approved discount of 50% from the adult equivalent fare product, excluding cash and e-cash is maintained.

POST-SECONDARY STUDENTS PRODUCTS

The Council approved discount of 20% is maintained.

ECOPASS PROGRAM

The Council approved discounts for this program are maintained. However, the procedures for administering the program are still being developed for the new fare collection system.

SMART CARD FEE AND PHOTO ID FEE

The fee to purchase a smart card has been set at $5. A fee for the smart cards is required for cost recovery and inventory control. In addition, each card contains a feature called 'negative balance protection', once registered. This allows the rider to have a negative e-cash balance to a maximum value of one e-cash ride. This ensures that a passenger is not stranded and can

get home. The price also ensures that individuals will not simply throw the cards out and come back for another card. When the card is subsequently reloaded, the negative e-cash balance will be deducted from the amount reloaded onto the card by the customer.

For the initial distribution of the cards with the new system, the $5 fee will not be charged, provided that the card is registered during an initial grace period. For individuals that do not register the card at the point of initial purchase, the $5 fee will be charged. Should the card be later registered (online, 311, in person at yet to be designated locations) this fee will be refunded to a customer's e-cash balance. A five dollar charge is the equivalent to, or lower than, all other municipalities utilizing smart card systems across Canada, where the fee ranges from $5 to $6.

Photo ID can be printed onto the smart card, if required, to utilize one of Winnipeg Transit's concession categories of fares. However, the majority of concession category passengers will be able to utilize the same photo ID requirements they have used in the past (eg. Senior Blue Card, post-secondary ID card).

If the customer wishes a photo ID to be included on the smart card, an additional $5 fee will be charged to cover the cost of the administration and the supplies to produce a photo ID.

Photo ID fees across Canada vary from $5 to $15 for those that charge a fee.

PUBLIC TRANSIT TAX CREDIT

The Tax Credit for Public Transit passes would apply to multiple products under the new fare model. The following products will qualify for the credit:

- One 28 day e-pass
- One 21 day e-pass
- Four consecutive 5 day e-passes
- Three or four consecutive 7 day e-passes
- One 14 day and one consecutive 7 day e-pass
- Utilizing e-cash or e-rides to pay for 32 or more single direction journeys in an uninterrupted period of 32 days or less.

An individual's qualification for the tax credit will be tracked by the system if their fare card is registered and a statement can be printed by the user through the E-Pay system, or at any Winnipeg Transit customer service location.

CONVENTIONS

Winnipeg Transit currently has a convention pass product. Passes are manually prepared, and conventions return unused passes and are only charged for those passes that are used. As this manual system is costly to administer and not often used, it is recommended that it be cancelled.

As a replacement, the new system offers a number of passes that suit conventions of varying lengths, including 1-day, 3-day, and 5-day passes all with hanging start dates. Winnipeg Transit will begin marketing these products to conventions, and invoice the convention based on actual usage.

TRANSFERS

Transfer functionality is provided on the smart card. If a passenger pays cash, a bar code paper transfer will be issued by the new fare box and electronically read on the connecting bus. The fare box will then determine validity of the transfer resulting in reduced transfer fraud. The transfer can be used to board any bus on any route in any direction prior to the expiry time printed on the transfer slip.

The transfer validity window will be changed from a minimum of 60 minutes to a set time of 75 minutes from the time fare payment is made on the first bus of a journey. This provides sufficient time for passengers to complete their trips or to make short stopovers before continuing their journey or making a return trip.

FINANCIAL IMPACT

Financial Impact Statement **Date:** October 4, 2012

Project Name: **First Year of Program** **2013**

Winnipeg Transit Fare Products, Policies and Fare Model

	2013	2014	2015	2016	2017
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	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments:

The changes to the Winnipeg Transit fare structure is aniticipated to be revenue neutral. While some product relationships have been increased, these increases will be offset by reduced revenue from offering products that will be more cost effective to the passenger. The impact of the new model will not be fully established until passengers purchasing patterns are entrenched following implementation.

original signed by Tanis Yanchishyn, CA
Manager of Finance and Administration

CONSULTATION

In preparing this report there was consultation with:

Legal Services

SUBMITTED BY

Department	Winnipeg Transit
Division	Finance and Administration
Prepared by:	Manager of Finance & Administration, Tanis Yanchishyn, CA
Date:	October 4, 2012
File No.	

APPENDIX 1

Winnipeg Transit
Fare Model

				All relationships are applied and then rounded up or down to the nearest nickel as appropriate	2013			
	Reloadable Card	One Time Loadable Card	Effective	Fare Model	Full Fare	Reduced Fare	Senior	Post-Sec Student
Single Journey								
Cash			January 1, 2013	Adjusted annually by inflation per the Fees and Charges By-Law 196/2008	$2.50	$2.00	$2.00	‡
E-cash (stored on the card)	✓		Upon implementation of Smart Card System	Adult = 92.5% of cash fare Reduced = 87.5% of cash fare Seniors = 87.5% of cash fare	$2.30	$1.75	$1.75	‡
E-ride (stored on a card) Ticket under old system	✓		January 1, 2013	Adult = 85% of cash fare Reduced = 75% of cash fare Seniors = 50% of adult fare	$2.15	$1.50	$1.08	‡
Time passes								
24 Hour - E-Pass	✓		Upon implementation of Smart Card System	3.7 x e-ride price Seniors = 50% of adult fare	$8.00	$5.55	$4.00	‡
		✓	Upon implementation of Smart Card System	3.7 x full fare e-ride fare	$8.00	‡	‡	‡
3 Day E-Pass	✓		Upon implementation of Smart Card System	7.5 x e-ride price Seniors = 50% of adult fare	$16.15	$11.25	$8.10	‡
		✓	Upon implementation of Smart Card System	7.5 x full fare e-ride fare	$16.15	‡	‡	‡
5 Day E-Pass	✓		January 1, 2013	9 x e- ride fare Seniors = 50% of adult fare	$19.35	$13.50	$9.70	‡
7 Day E-Pass	✓		January 1, 2013	10 x e- ride fare Seniors = 50% of adult fare	$21.50	$15.00	$10.75	‡
14 Day E-Pass	✓		Upon implementation of Smart Card System	18.5 x e-ride fare Seniors = 50% of adult fare	$39.80	$27.75	$19.90	‡
21 Day E-Pass	✓		Upon implementation of Smart Card System	27.5 x e-ride fare Seniors = 50% of adult fare	$59.15	$41.25	$29.60	‡
28 Day E-Pass	✓		Upon implementation of Smart Card System	35.5 x e-ride fare (PSS x 80%) Seniors = 50% of adult fare	$76.35	$53.25	$38.20	$61.10
Period passes								
Monthly Pass			January 1, 2013 Discontinued upon implementation of Smart Card System, possibly excluding Handi-Transit	38.5 x e-ride fare Seniors = 50% of adult fare	$82.80	$57.75	$41.40	$66.25
Semester Pass (4 months)	✓		Upon implementation of Smart Card System	38.5 x e-ride fare x 3.4 x 80%	‡	‡	‡	$225.15
Annual Pass	✓		Upon implementation of Smart Card System	13-28 day passes, for price of 12 Seniors = 50% of adult fare	$916.20	$639.00	$458.40	$733.20
Other								
E-ticket - 2 ride		✓	Upon implementation of Smart Card System	2.33 x reloadable card e-ride fare	$5.00	$ 3.50	‡	‡
E-ticket - 6 ride		✓	Upon implementation of Smart Card System	6 x full fare e-cash fare	$13.80	‡	‡	‡
E-ticket - 10 ride		✓	Upon implementation of Smart Card System	10 x full fare e-cash fare	$23.00	‡	‡	‡
Other Fees								
Reloadable Card Purchase			January 1, 2013	'refundable' on 1st registration	$5.00	$5.00	$5.00	$5.00
Photo on cards			January 1, 2013		$5.00	$5.00	$5.00	$5.00

‡ Not applicable
Until the smart card system is operational, all pricing calculated from a value of an e-ride will be calculated from the value of a ticket.

Appendix 2 – Historical Transit Fare Policy

	Fare Category	Eligibility	Value
Single Trip Fares	Cash Fare	Persons Aged 17-64 years	Set by Council
	Adult 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 Adult 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 Adult Ticket
Weekly Passes	Adult Weekday Pass (valid Monday – Friday)	Persons Aged 17-64 years	9 x Adult Ticket
	Adult Super Pass (valid Monday – Sunday)	Persons Aged 17-64 years	10 x Adult ticket
	Reduced Super Pass (valid Monday – Sunday)	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
Monthly Passes	Adult Monthly Pass	Persons Aged 17-64 years	38.5 x Adult Ticket
	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 adult monthly pass
Transfer System	Non-Directional	All cash and ticket passengers	Valid for 60 minutes from time of issue

APPENDIX 3

2012 Canadian Fare Comparisons including Relationships

	Prices							Relationships				
	Adult Ticket	Adult Cash	Youth Ticket	Youth Cash	Adult Pass	Youth Pass	Day Pass	Adult Ticket / Adult Cash	Youth Ticket / Youth Cash	Adult Pass / Adult Ticket	Youth Pass / Youth Ticket	Day Pass / Ticket
Calgary	2.75	2.75	1.75	1.75	94.00	57.50	8.25	100.00%	100.00%	34.18	32.86	3.00
Edmonton	2.28	3.00	1.99	3.00	84.65	65.55	8.55	76.00%	66.33%	37.13	32.94	3.75
Hamilton	2.00	2.55	1.65	2.55	87.00	71.00	n/a	78.43%	64.71%	43.50	43.03	n/a
Mississauga	2.60	3.25	1.65	3.25	120.00	101.00	n/a	80.00%	50.77%	46.15	61.21	n/a
Montreal	2.40	3.00	1.40	3.00	75.50	43.75	8.00	80.00%	46.67%	31.46	31.25	3.33
Ottawa	2.60	3.30	2.60	3.30	96.25	76.75	7.75	78.79%	78.79%	37.02	29.52	2.98
Quebec City	2.65	3.00	1.85	3.00	76.75	51.50	7.00	88.33%	61.67%	28.96	27.84	2.64
Saskatoon	2.20	3.00	1.60	2.50	75.00	54.00	7.50	73.33%	64.00%	34.09	33.75	3.41
Toronto	2.60	3.00	1.75	2.00	126.00	104.00	10.50	86.67%	87.50%	48.46	59.43	4.04
Vancouver	2.10	2.50	1.70	1.75	81.00	46.50	9.00	84.00%	97.14%	38.57	27.35	4.29
Victoria	2.25	2.50	1.50	1.65	85.00	52.00	7.75	90.00%	90.91%	37.78	34.67	3.44
York Region	2.80	3.50	2.10	3.50	115.00	85.00	n/a	80.00%	60.00%	41.07	40.48	n/a
Winnipeg	**2.15**	**2.45**	1.46	1.95	**77.00**	**52.10**	**n/a**	87.76%	74.87%	35.81	35.68	n/a
Average	**2.41**	**2.91**	**1.77**	**2.55**	**91.78**	**66.20**	**8.26**	**83.33%**	**72.57%**	**38.01**	**37.69**	**3.43**
Proposed								**85%**	**75%**	**38.5**	**38.5**	**3.7**