

GTHA FARE INTEGRATION

TTC/METROLINX JOINT BOARD MEETING APRIL 27, 2016



LESLIE WOO
CHIEF PLANNING OFFICER

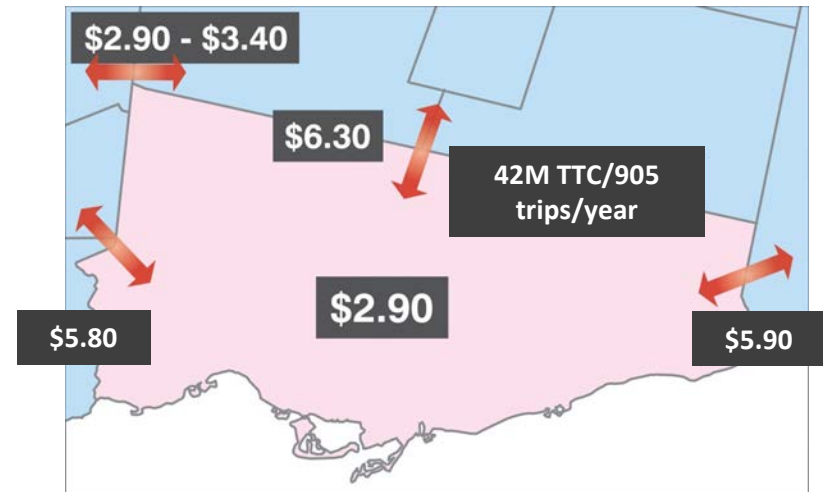


CHRIS UPFOLD
DEPUTY CEO,
CHIEF CUSTOMER OFFICER

OUR COMMON GOALS

ADDRESS FARE BARRIER AT TORONTO/905 BOUNDARY

- Customers using municipal transit to cross the Toronto boundary to/from neighbouring municipalities currently pay two full fares.
- This discourages municipal transit use for:
 - Trips by Toronto residents to employment in neighbouring communities, such as Vaughan, the Airport area, Markham
 - Trips by 905 residents to employment and other destinations outside the financial core in Toronto
- Early estimates suggest that a discounted or free cross-boundary fare may result in 3-6 million new cross-boundary transit trips yearly
- Transfers between 905 municipal transit systems are free by inter-municipal agreement



OUR COMMON GOALS

ADDRESS DOUBLE FARES FOR GO/TTC TRANSFERS

- Customers transferring between GO Transit and TTC pay 2 full fares. (They can use one TTC fare at both ends of a GO trip).
 - This discourages use of TTC to/from GO services at the home and destination ends of the trip and contributes to low use of GO for travel within Toronto.
- Early estimates suggest that a discounted or free transfer between GO and TTC at current GO fares may generate between 0.7 and 2 million new transit trips annually at current transit service levels.
- Transfers between municipal transit and GO in 905 municipalities are currently discounted about 75% by GO to make municipal transit a more competitive choice for accessing commuter services.

OUR COMMON GOALS

SUPPORTIVE FARES FOR SMARTTRACK/RER

City of Toronto (Staff report March 31st 2016)

“The viability of SmartTrack as an urban transit service is highly dependent on the integration of fares between GO transit and TTC, and fares being priced competitively.”

- For SmartTrack/RER to be successful, transit customers must treat it as an integral part of the Toronto transit network
- Fares for SmartTrack/RER must :
 - Be competitive so that customers will treat SmartTrack/RER as comparable to a subway service
 - Be integrated between GO and TTC to facilitate transfers of customers between TTC and SmartTrack/RER.

KEY CONSIDERATIONS

A comprehensive evaluation framework, developed with extensive input from GTHA transit agencies, will be applied to evaluating fare structures. Aspects of particular interest in Toronto include:

Customer Impacts

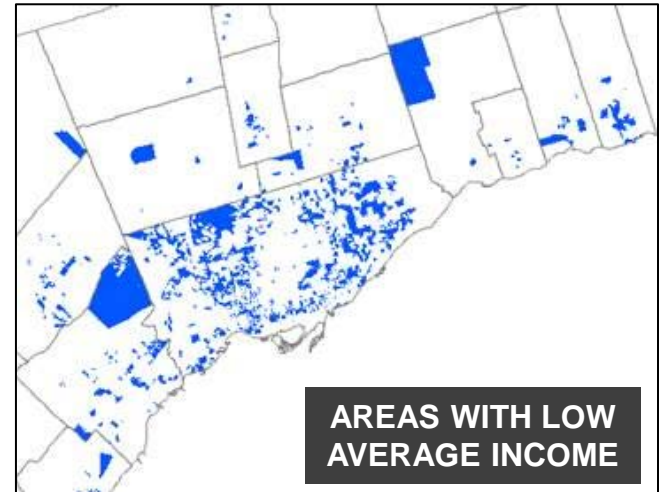
- Impacts on ridership, specific markets such as SmartTrack ridership, Line 1 subway capacity, etc
- Consistency of customer fare experience across the GTHA and on the integrated TTC bus and subway network
- Impacts on different trip lengths
- Equity

Implementation Practicalities

- Impact of tap-on tap-off fare collection system and transit operations
- Preservation of convenient intermodal transfers
- Supporting network design with bus feeding subway

Financial Sustainability

- Revenue and ridership
- Funding arrangements



HOW WE GOT HERE

- **Collaborative effort** between all municipal transit agencies and Metrolinx
- Agreed-upon **Vision, Goals, Objectives and Evaluation Framework**, reflecting customer, transit agency, and regional policy perspectives
- Analysis of **existing customer travel needs** and use of transit services
- Preparation of **3 distinct concepts** for discussion and evaluation
- Ongoing **consultation** with public, municipal staff and elected officials; customer research

COMPLETING THE FARE STRUCTURE PROPOSAL

- **April-May 2016:** Optimisation and evaluation of concepts
- **May-June 2016:** Consultation with public, municipal officials and elected officials concerning evaluation findings
- **June 2016:** Technical update to Metrolinx Board meeting
- **July-August 2016:** Complete business case analysis and evaluation to determine preferred option

CONSIDERING THE PROPOSAL

- **Fare structure findings**, reflecting input from the GTHA municipalities, including the TTC Board, will be presented to the Metrolinx Board in fall, 2016 for consideration as advice to the Ministry of Transportation
- Metrolinx and MTO will investigate the **feasibility of implementation** in consultation with municipalities, addressing issues such as
 - Impacts on ridership and service
 - Impacts on revenue and financial sustainability
 - Impact on decision-making structures and governance
 - Phasing
- An **implementation plan** will be developed by Metrolinx and MTO for review and decision-making by the Provincial government and municipalities.

DISCUSSION

