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YORK REGION TRANSIT FARE POLICY UPDATE

The Transit Committee recommends the adoption of the recommendation contained in the following report, August 24, 2007, from the General Manager, Transit:

1. RECOMMENDATION

It is recommended that the revised York Region Transit Fare Policy (Policy No. 1), attached to this report, be approved.

2. PURPOSE

This report seeks approval for revisions to the existing York Region Transit (YRT) Fare Policy (see *Attachment 1*).

3. BACKGROUND

The review and updating of the YRT Fare Policy is performed on an annual basis, usually in conjunction with a discussion on proposed fare rate changes.

The original Fare Policy was approved in June 2005. A revised policy was approved in September 2006 and reflected significant changes that had occurred in the transit environment since 2005, including the impact of the introduction of automated ticket/pass vending equipment and fare enforcement.

During the past year, experience in the Fare Enforcement and Mobility Plus programs has identified the need for several additional changes. These are described in detail in the analysis section.

It should be noted that due to the introduction of the GTA Smart Card “Presto” in late 2008 or early 2009, further fare policy revisions are anticipated. These will be needed to further align the policies of the participating transit agencies, but as yet are not fully defined. A further report in early 2008 is expected which will address the various changes needed to the YRT fare policy to reflect the impact of this major project.

4. ANALYSIS AND OPTIONS

4.1 Fare Policy Content

There are three primary areas of focus for proposed revisions, which are described below.

4.1.1 Fare Enforcement

To clarify several sections regarding fare enforcement-related activities/processes:

- Category Definitions - To establish clear definitions for fare categories in order to align with the applicable by-laws (see *Attachment 2*). This will assist in the performance of fare enforcement staff and contribute to greater clarity when fare enforcement fines are challenged in court.
- Section 4 b. (Grace Period) - To remove this reference as the grace period no longer applies, due to procedural changes to implementation of annual fare increases.
- Section 4 c. (Challenge but Concede) and 4 d. (Refusal of Passage) - Updated wording to reflect need for balance between driver safety and requirement for proper fare payment.
- Section 4 e. (Penalties – Warnings, Citations & Summons) - To replace the term 'Citation' in the title and body of this clause with 'Provincial Offence Notice'.

4.1.2 Mobility Plus Service

To modify payment aspects of the Mobility Plus Service:

- The addition of the use of Scrip coupons as a payment option in the fare payment option Section 1 c. and inclusion of the new Scrip Ride Remuneration/Payment rates approved in June 2007 (see *Attachment 4*).

4.1.3 Zone Boundary Descriptions

Modification of the boundary definition between existing Zones 2 and 3 (see *Attachment 3*). This is required due to the new arrangement with GO Transit. Sutton GO Route 69 is for Georgina residents travelling to Newmarket. In order to align two different existing boundaries, the revised YRT Zone 3 southern boundary will be at Holborn Road just north of the Queensville Sideroad (see *Attachment 5*).

4.1.4 Other items

- Fare Payment Options - To remove the credit card option (no longer applicable) on multiride machines (see section 1 c. ii).
- Fare Media Design Modification Process - To modify advance approval reference to read:

YRT Manager, Finance

YRT Manager, TMS

YRT Supervisor, Fare Enforcement

4.2 Relationship to Vision 2026

By endorsing an up-to-date fare policy, York Region continues to develop a transit-supportive environment and thereby contributes to the development of a more balanced transportation network.

5. FINANCIAL IMPLICATIONS

There is only one financial implication that arises from the proposed revisions in this report. It affects the Mobility Plus service.

The Scrip Ride Remuneration Scale, which was previously adopted per the June 14, 2007 report on “Mobility Plus Contract Adjustments”, has been incorporated in this document. This results in higher costs for unscheduled trips by Mobility Plus registrants as well as fixed remuneration values to the contractors providing the service.

6. LOCAL MUNICIPAL IMPACT

The impact of the recommendations contained in this report will be consistently applied to all municipalities across the Region.

7. CONCLUSION

It is recommended that Council endorse the revisions to the YRT fare policy contained in this document.

For more information on this report, contact Paul Tobin, Manager, Finance (ext. 5691) of the Transit Branch of the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)