

# GTHA FARE INTEGRATION

## TTC/METROLINX JOINT BOARD MEETING APRIL 27, 2016



**LESLIE WOO**  
**CHIEF PLANNING OFFICER**

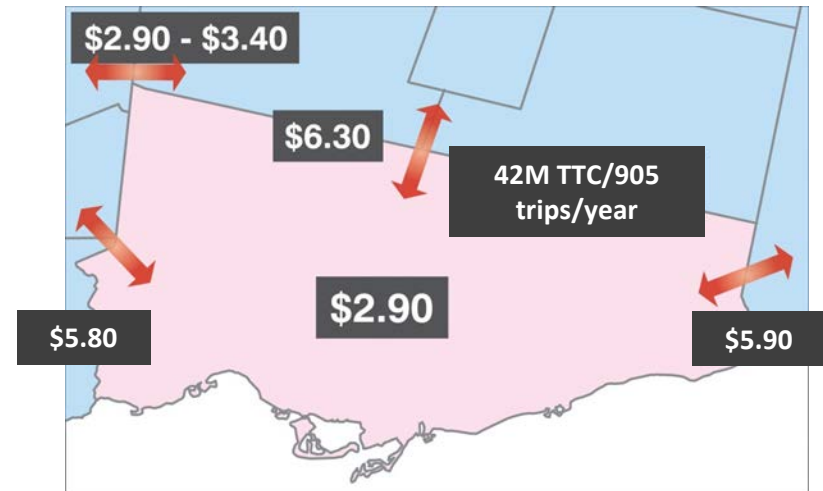


**CHRIS UPFOLD**  
**DEPUTY CEO,**  
**CHIEF CUSTOMER OFFICER**

# 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 31<sup>st</sup> 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

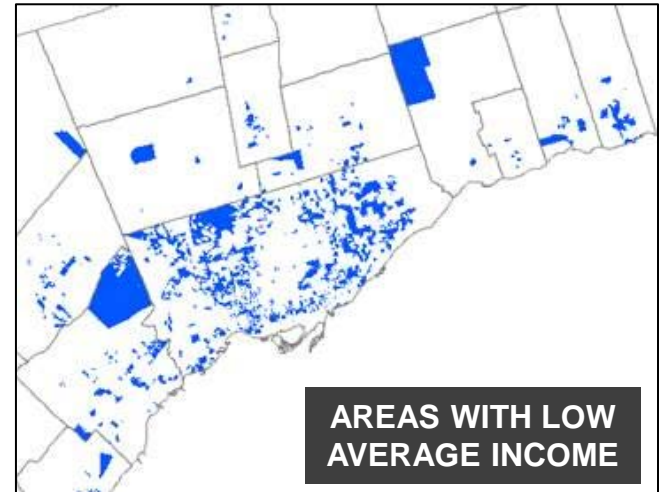
- Impacts on ridership, specific markets such as SmartTrack ridership, Line 1 subway capacity, etc
- Consistency of customer fare experience across the GTHA and on the integrated TTC bus and subway network
- Impacts on different trip lengths
- Equity

## 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

