



# AGENDA

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## BUDGET COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**WEDNESDAY, SEPTEMBER 18, 2013 –  
IMMEDIATELY FOLLOWING COUNCIL**

**COUNCIL CHAMBER  
SECOND FLOOR, CIVIC CENTRE  
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1**  
[www.mississauga.ca](http://www.mississauga.ca)

### Members

Mayor Hazel McCallion	(CHAIR)
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

CONTACT PERSON: Julie Lavertu, Legislative Coordinator  
Office of the City Clerk, Telephone: 905-615-3200, ext. 5471; Fax: 905-615-4181  
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CALL TO ORDERDECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTERESTAPPROVAL OF AGENDADEPUTATIONS

- A. Item 1 Paul Kitchin, Executive Director, Ontario Association of Career Colleges, and John Nunziata, LL.B., Barrister & Solicitor, with respect to the MiWay 2014 fare strategy.

MATTERS TO BE CONSIDERED1. MiWay 2014 Fare Strategy

Corporate Report dated September 4, 2013 from the Commissioner of Transportation and Works with respect to the MiWay 2014 fare strategy.

RECOMMENDATION

1. That the proposed transit fare changes outlined in Appendix 1 of the Corporate Report dated September 4, 2013 from the Commissioner of Transportation and Works entitled "MiWay 2014 Fare Strategy" be implemented effective January 27, 2014;
2. That the post-secondary student fare be available exclusively through the Presto fare card beginning on January 27, 2014;
3. That the adult weekly pass be discontinued effective January 27, 2014;
4. That the student fare category be limited to only include high school students and that both student and child fares remain frozen at the current rate until 2015;
5. That a new fare category for post-secondary students be introduced beginning May 1, 2014 and that pricing be phased in over four years until 2017 when fare pricing for this category will equal adult fares;
6. That private career colleges be included as a part of the post-secondary fare category effective May 1, 2014; and
7. That a by-law be enacted to establish the proposed 2014 Mississauga Transit fares and related charges as set out in Appendix 1 of the Corporate Report dated September 4, 2013 from the Commissioner of Transportation and Works entitled "MiWay 2014 Fare Strategy" and that Mississauga Transit Fares By-law 242-12 be repealed.

CLOSED SESSIONADJOURNMENT



# Corporate Report

Clerk's Files

BUDGET COMMITTEE

SEP 18 2013

Originator's  
Files

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**DATE:** September 4, 2013

**TO:** Chair and Members of Budget Committee  
Meeting Date: September 18, 2013

**FROM:** Martin Powell, P.Eng.  
Commissioner of Transportation and Works

**SUBJECT:** **MiWay 2014 Fare Strategy**

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- RECOMMENDATION:**
1. That the proposed transit fare changes outlined in Appendix 1 of the Corporate Report dated September 4, 2013 from the Commissioner of Transportation and Works entitled "MiWay 2014 Fare Strategy" be implemented effective January 27, 2014;
  2. That the post-secondary student fare be available exclusively through the Presto fare card beginning on January 27, 2014;
  3. That the adult weekly pass be discontinued effective January 27, 2014;
  4. That the student fare category be limited to only include high school students and that both student and child fares remain frozen at the current rate until 2015;
  5. That a new fare category for post-secondary students be introduced beginning May 1, 2014 and that pricing be phased in over four years until 2017 when fare pricing for this category will equal adult fares;
  6. That private career colleges be included as a part of the post-secondary fare category effective May 1, 2014; and

7. That a by-law be enacted to establish the proposed 2014 Mississauga Transit fares and related charges as set out in Appendix 1 of the Corporate Report dated September 4, 2013 from the Commissioner of Transportation and Works entitled "MiWay 2014 Fare Strategy" and that Mississauga Transit Fares By-law 242-12 be repealed.

**REPORT  
HIGHLIGHTS:**

- The base cost pressures to the 2014 transit budget include an increase in labour, maintenance and annualization of 2013 initiatives. To off-set a portion of the 2014 rise in costs, a fare increase is being proposed effective January 27, 2014.
- There is a need for GTHA fare policy alignment and customer conversion from traditional fare media to the Presto fare card.
- The adult weekly pass to be discontinued effective January 27, 2014. Customers can use the Presto card and take advantage of the weekly loyalty program discount.
- Post-secondary fares be available exclusively through the Presto card effective January 27, 2014
- The student fare category will be changed to include high school students only. The student and child category will remain frozen at the current rate for two more years to better align it with other GTHA student rates.
- A new fare category for post-secondary students be introduced beginning May 1, 2014. To align with other GTHA transit fares and improve fare integration for post-secondary students, MiWay recommends a four year phased approach to increase the post-secondary rate to match the adult fare by 2017.
- Private colleges currently pay the adult fare and it is proposed that they be included as a part of the post-secondary fare category.
- The fare structure is a critical component of transit service delivery. It needs to strike a balance between providing affordable fare options for riders and consistency with other GTHA transit systems while contributing towards a reasonable cost recovery ratio for taxpayers.

**BACKGROUND:**

The 2014-2016 Business Plan and Budget identifies transit fare increases in each of the three years to help offset baseline budget increases due to inflationary pressures and operational requirements resulting from the MiWay Transitway operation and continued transit service improvements to meet customer needs.

**COMMENTS:**

Transit ridership growth depends significantly on attracting new, choice riders to the system. To do so, continued investment in transit is needed to expand service levels and frequency, introduce transit priority initiatives, launch rapid transit programs (MiWay Transitway and LRT), encourage Presto fare card uptake, and educate the community about the value and benefits of MiWay for Mississauga.

MiWay strives to recover just under half the cost of operating transit through user fees (fares) and a minor amount through advertising revenues. The remaining costs are funded through municipal taxes and provincial gas tax receipts.

Continuing to grow ridership results in additional revenue from fares. However, if transit services and frequencies are not attractive to new riders, encouraging them to try the system becomes very challenging, particularly with competition from privately-owned automobiles.

The 2012 revenue to cost ratio (R/C ratio) for Mississauga was 45%. The 2013 planned R/C ratio remains at 45% and the forecast for 2014 is also 45%.

The proposed 2014 gross operating budget increase for the Transit Division totals \$10.35 million. This consists of increases in labour, maintenance, annualization of 2013 services and 2014 proposed services improvements. These pressures will be reduced by the planned fare increase and expected ridership growth of 2% for 2014. New ridership growth in 2014 is expected to yield a net increase in revenue totalling \$1.4 million.

**Annual Fare Increase**

To off-set a portion of the 2014 rise in costs, a fare increase is being proposed effective January 27, 2014 which will bring in an additional \$1 million in revenue.

The recommended fare change is based on a detailed analysis that considered ridership impacts, GTHA fare averages and other GTHA transit system R/C ratios.

Several fare change options were considered and the associated revenue increase and ridership impacts examined.

### **Ridership Impacts**

Transit is a key strategic priority and the upward trend in riders in 2012 and 2013 is a positive direction for Mississauga that needs to be fostered and supported.

Transit ridership demand like many products and services is sensitive to price. Price sensitivity is measured using elasticity, defined as the percentage change in use as a result of a percentage change in price, with all else held constant. A frequently used fare elasticity measurement called the Simpson-Curtin rule sets fare elasticity at -0.3, which means that for every 1% fare increase, ridership is reduced by 0.3%. When applying this elasticity factor with the recommended fare change, it reduces ridership by approximately 186,500 rides per year.

For 2014 inherent ridership growth is expected to provide an additional \$1.4 million in new revenue in addition to the \$1 million in revenue as a result of the proposed fare increase. A fare increase must take a balanced approach to maintain ridership growth momentum.

### **Fare Pricing**

MiWay fare pricing must be considered in relation to other GTHA transit fare prices, current fare category usage trends, ridership impacts and current and future cost pressures. Each of these factors will have an impact on the overall revenue MiWay will realize from customer fares. The growth in use of the new Presto electronic fare card among MiWay customers is another key consideration. MiWay's 2014 fare pricing strategy is designed to encourage Presto use as paper fare products (tickets and passes) continue to decline in popularity and are gradually eliminated.

The current and recommended Mississauga fare pricing listed in Appendix 1 is similar in most categories when compared with other GTHA transit systems.

A comparison of GTHA transit fares is provided at Appendix 2.

### **Recommended Fare Changes**

#### **Cash**

For 2014 MiWay does not recommend increasing the cash fare to avoid discouraging new customers from trying the system. Whenever the cash fare is increased some migration to other media occurs reducing the revenue benefit of the increase.

#### **Adult Fares**

In the adult category tickets will increase \$0.10 per trip or \$1.00 for 10 tickets and the monthly pass will remain at the 2013 price of \$120.

MiWay does not recommend increasing the cost of the monthly adult pass as it is already one of the highest priced amongst other GTHA transit systems.

#### **Student/Child Fares**

MiWay's current student fare category consist of the following: High school being in Grades 9-12 or ages of 13-19 years, and post-secondary attending a full-time recognized College/University.

A review of other GTHA transit systems post-secondary fares indicates that the majority of systems include post-secondary students in the adult category. This is illustrated in Appendix 3.

Since 2009, MiWay has frozen student (high school and post-secondary) and child fares for four (4) consecutive years as approved by Council in order to encourage transit travel and provide youth with an affordable travel option as part of the Youth Plan in keeping with the City's Strategic Plan.

Staff recommend that a new student category of tickets/passes is created to include high school students only. Further that these fare categories (high school student and child) remain frozen for 2014 and 2015.

Post-secondary student would be new separate fare category as outlined below in the post-secondary section.

### **Post-Secondary**

MiWay's student fare category currently allows students who attend a recognized publicly funded post-secondary institution to use student fare media. Currently persons attending private career colleges are not eligible for reduced fares and must pay adult fares.

In an effort to align MiWay with neighbouring transit providers and move towards fare integration in the GTHA it is recommended a new post-secondary student rate be introduced beginning in May 2014.

Currently there is a \$0.45 gap between the adult and student fare. Due to the price differential, the subsidy for post-secondary students (adults who tender a student fare) is estimated to be \$1.2 million in foregone revenue based on an estimated 2.6 million revenue rides. Each time the adult fare is increased by \$0.10 and student fares remain frozen the opportunity for an additional \$250-300K in revenue is given up annually.

In an effort to reduce the fare differential gap of \$0.45 between post-secondary students and adult fares, MiWay is proposing a phased approach for pricing for the next four (4) consecutive years (2014-2017). The phased approach would see the post-secondary student fare increase by \$0.20 in 2014 and \$0.10 each year in addition to any adult fare increase until it is equal to the adult fare category.

Realizing post-secondary students may have a set budget for the academic year and have been accustomed to paying a specific transit fare throughout the year it is proposed that the 2014 fare increase to post-secondary students of \$0.20 be effective May 1, 2014, after completion of the 2013/2014 academic term. For subsequent years, all increases are to follow in January in-line with other fare categories.

### **Private Career Colleges**

Students attending private career colleges (educational institutions registered under the *Private Career Colleges Act*) currently pay the MiWay adult fare.



This practice is consistent with transit agencies as listed in Appendix 3 with the exceptions being Durham Region and the TTC for Metropass users only. Staff have received requests to include private colleges with the other post-secondary rates.

To accommodate this request, MiWay proposes that they be included into the post-secondary category effective May 1, 2014 and adopt the same phased approach until 2017 when all post-secondary fares will be equal to the adult fare category.

MiWay will work together with representatives from the career colleges to coordinate criteria for student identification and make appropriate changes to the Transit By-law to include the new post-secondary fare category.

### **Seniors Fares**

In order to lessen the impact on older adults, the rate of increase for seniors' tickets is recommended to be slightly lower than for adults and will keep MiWay more in line with other GTHA transit agencies. The senior pass rates remain extremely reasonable, allowing seniors to travel with a monthly pass at \$1.20 per trip, or with an annual pass at \$1.01 per trip, based on an average of 44 trips per month.

### **Presto**

Several transit systems in the GTHA have eliminated paper fare media (tickets and passes) and therefore customers use either cash or the Presto fare card to pay for their trip. Over 25% of MiWay customers currently use the Presto card as their fare payment and this percentage continues to grow. As a part of the transition to encourage customers to the Presto fare payment system MiWay eliminated the student weekly pass in September 2013.

In order to encourage further customer migration to Presto it is recommended that the adult weekly pass be discontinued effective January 1, 2014 similar to the student weekly pass as customers move from paper fare media to Presto. All Presto card holders have the benefit of MiWay's weekly loyalty program; that is, after paying for 12 MiWay trips in one week (Monday to Sunday) any additional trips within that same week are free. The Presto weekly loyalty program is a positive alternative to the paper weekly pass.

A further recommendation is that post-secondary fares are available exclusively through the Presto card beginning January 27, 2014.

A grace period of three (3) months will be provided to post-secondary students to utilize any previously purchased student tickets.

This student market is open to technology options and most likely to embrace the Presto fare card.

### Wonderland Service

Route 88- Wonderland is a seasonal Express service that operates between the City Centre Transit Terminal and Canada's Wonderland using the 407ETR. Fares for this specialty service have been set to ensure there is a full cost recovery for the operation of the service.

In order to maintain a strong cost recovery it is recommended that the single fare be increased by \$0.50 from \$8.50 to \$9.00 per trip. This will offset cost pressures and increased 407ETR rates. It is proposed that the family rate remain unchanged in 2014.

Based on the review, the following fare changes are recommended.

Category	Current Fare	Proposed Fare	Change
All Cash	\$3.25	\$3.25	none
Adult Ticket	\$2.70	\$2.80	+\$0.10
Adult Weekly Pass	\$32/wk	discontinue	n/a
Adult Monthly Pass	\$120/month	\$120/month	none
Student – High School Tickets	\$2.25	\$2.25	none
Student – High School Monthly Pass	\$101/month	\$101/month	none
Student Post-Secondary January 27, 2014 Presto e-purse only	2.25	2.25	none
Student Post-Secondary May 1, 2014 Presto e-purse only	2.25	2.45	+\$0.20
Child Ticket	\$1.65	\$1.65	none
Senior Tickets	\$1.80	\$1.85	+\$0.05
Senior Monthly Pass	\$50/month	\$53/month	+\$3/month
Senior Annual Pass	\$504/year	\$534/year	\$30/yr
GO Transit -Cash	\$0.75	\$0.75	none

Note: Presto cost per trip pricing would be consistent with the proposed ticket fares for each category indicated above.

A complete fare table including percent increases is provided as Appendix 1.

#### **Revenue/Cost Ratio**

Mississauga's R/C ratio remains comparable with that of the other GTHA systems. See Appendix 4. Since provincial funding varies amongst transit systems the R/C ratios in Appendix 4 are costs versus transit user fees from the farebox and advertising revenues but do not include provincial gas tax funds.

For 2014, the R/C ratio is expected to remain at 45% even with the recommended fare increase and additional ridership growth expected due to the additional cost pressures and the opening of the Transitway.

#### **STRATEGIC PLAN:**

The growth and investment in transit contributes to the strategic pillar of Developing a Transit Oriented City and the strategic goals of:

- Connect our City
- Build a Reliable and Convenient System
- Increase Transportation Capacity

However, to make transit a faster and more attractive alternative to the automobile, an ongoing commitment to capital and operating investments will be required.

#### **FINANCIAL IMPACT:**

The proposed 2014 gross operating budget increase for the Transit Division totals \$10.35 million. This consists of increases in labour, maintenance, annualization of 2013 services and 2014 proposed service improvements.

The total new revenue generated from the recommended fare changes is an additional \$1 million in 2014. This amount is in addition to the \$1.4 million in new revenue through expected ridership growth. Other revenue changes such as the full recovery from the Region of Peel for the proposed Hanlan water main related service and an adjustment in provincial gas tax utilization results in a proposed 2014 net operating budget increase of \$6.7 million.

The four year post-secondary fare strategy will generate new additional revenue totalling \$770,000 over the four years (2014-2017), with \$140,000 in the first year and \$210,000 annually for subsequent years.

At this time it is not possible to track the number of students attending private career colleges who currently pay the adult fare and use MiWay. MiWay will encounter a revenue loss in 2014-2016 since those currently riding and paying the adult fare will receive a discounted post-secondary rate until it matches the adult fare in 2017. It is anticipated that the loss in revenue will not have a major impact on overall revenue and can be offset by the new revenue anticipated by introducing a new post-secondary fare category.

Approval of this proposed increase is required before the end of October 2013 to allow for sufficient time to complete the design, production, delivery and fare agent distribution by January 2014.

**CONCLUSION:**

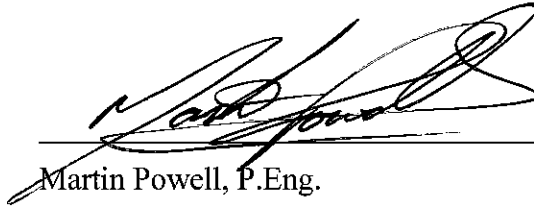
The fare structure is a critical component of transit service delivery. It needs to strike a balance between providing affordable fare options for riders and consistency with other GTHA transit systems while contributing towards a reasonable cost recovery ratio for taxpayers.

The introduction of a new post-secondary fare category will not only encourage Presto use but will also align MiWay with other GTHA transit fare categories improving opportunities for future fare integration in the GTHA.

Many variables have been considered as part of this fare change report to ensure a balance based on business and customer needs will be achieved. A fare change effective January 27, 2014 is recommended as outlined in Appendix 1. It is also recommended that a new post-secondary fare category be introduced effective May 1, 2014.

**ATTACHMENTS:**

- Appendix 1: MiWay Fares
- Appendix 2: GTHA Fare Rate Comparison
- Appendix 3: GTHA Transit Student Fare Eligibility/Criteria
- Appendix 4: GTHA Transit Systems – R/C Ratio Comparison



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Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Margaret Johnston, Supervisor of Transit Revenue*

## Appendix 1

## MiWay Fares

ITEM	Fares Existing	Fares Proposed	Increase \$	Increase %
<b>Blind Patrons (with C.N.L.B. Card)</b>	Free	Free	N/A	N/A
<b>Pre-School Children (with fare paying customer)</b>	Free	Free	N/A	N/A
<b>Support Person (with fare paying customer)</b>	Free	Free	N/A	N/A
<b>Children (Grades 1 to 8)</b>				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$16.50	\$16.50	N/A	N/A
Tickets – 5	\$8.25	\$8.25	N/A	N/A
PRESTO e-purse	\$1.65	\$1.65	N/A	N/A
<b>Students - High School (Grade 9-12; Ages 13-19)</b>				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$22.50	\$22.50	N/A	N/A
Tickets – 5	\$11.25	\$11.25	N/A	N/A
PRESTO e-purse	\$2.25	\$2.25	N/A	N/A
Monthly Pass	\$101.00	\$101.00	N/A	N/A
<b>Students - Post-Secondary</b>				
Cash Fare	\$3.25	\$3.25	N/A	N/A
PRESTO e-purse <sup>4</sup>	\$2.25	\$2.45	\$0.20	8.9%
UPass 8-month fee (for eligible UTM students) <sup>1</sup>	\$154.45	\$154.45	N/A	N/A
UPass replacement fee <sup>1</sup>	\$70.00	\$70.00	N/A	N/A
Summer UPass fee (for eligible UTM students) <sup>1</sup>	\$95.17	\$95.17	N/A	N/A
Summer UPass replacement fee <sup>1</sup>	\$45.00	\$45.00	N/A	N/A
<b>Adults</b>				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$27.00	\$28.00	\$1.00	3.7%
Tickets – 5	\$13.50	\$14.00	\$0.50	3.7%
PRESTO e-purse	\$2.70	\$2.80	\$0.10	3.7%
Weekly Pass	\$32.00	Discontinued	N/A	N/A
Monthly Pass	\$120.00	\$120.00	N/A	N/A
<b>Seniors (65 years of age or older)</b>				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$18.00	\$18.50	\$0.50	2.8%
Tickets – 5	\$9.00	\$9.25	\$0.25	2.8%
PRESTO e-purse	\$1.80	\$1.85	\$0.05	2.8%
Monthly Pass	\$50.00	\$53.00	\$3.00	6.0%
Annual Pass <sup>3</sup>	\$504.00	\$534.00	\$30.00	6.0%
Photo ID Card – new and replacement	\$5.00	\$5.00	N/A	N/A
<b>GO Transit Fare Integration</b>				
GO Discounted Cash Fare for travel to and from GO Rail Stations	\$0.75	\$0.75	N/A	N/A
PRESTO e-purse	\$0.75	\$0.75	N/A	N/A
<b>GTA Weekly Pass <sup>2</sup></b>	\$55.00	\$55.00	N/A	N/A
<b>PRESTO Fare Card – new and replacement</b>	\$6.00	\$6.00	N/A	N/A
<b>Board of Education Student Tickets - 10</b>	\$21.50	\$21.50	N/A	N/A
Dufferin-Peel Catholic District School Board and Peel District School Board				
<b>Purchase Discount</b>	1.50%	1.50%	N/A	N/A
For purchases of tickets and passes with a total value of \$750 or more per transaction and made directly from Mississauga Transit.				
<b>Paramount Canada's Wonderland (seasonal)</b>				
- Per person one-way	\$8.50	\$9.00	\$0.50	5.9%
- Per family (of four individuals) one-way	\$25.00	\$25.00	N/A	N/A
<b>Charter Rate (per hour, minimum charge 2 hours)</b>				
-60 foot bus	\$200.00	\$200.00	N/A	N/A
-30 or 40 foot bus	\$175.00	\$175.00	N/A	N/A
<b>Transit Route Map</b>	\$2.00	\$2.00	N/A	N/A
<b>Canadian Armed Forces Veterans and Companion</b>				
-on the day of the Warriors' Day Parade	Free	Free	Free	Free
-on Remembrance Day, November 11				
<b>MiWay App</b>	\$1.99	\$1.99	N/A	N/A

<sup>1</sup> As per Council approved agreement.

<sup>2</sup> Price set by the TTC and other participating partners.

<sup>3</sup> 2014 Senior Annual Passes commence being sold Dec 1<sup>st</sup>, 2013 at the new fare.

<sup>4</sup> Effective May 1, 2014

Appendix 2

GTHA Fare Rate Comparison

Rates as of April 2013

excl Miss

	MISSISSAUGA 2013	MISSISSAUGA 2014 Proposed	BRAMPTON	YORK REGION	DURHAM	OAKVILLE	BURLINGTON	AVERAGE	TTC
<b>Adult</b>									
Cash	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.10	\$ 3.25	\$ 3.25	\$ 3.37	\$ 3.00
10 Tickets	\$ 27.00	\$ 28.00	-	\$ 30.00	\$ 27.80	n/a	\$ 27.00	\$ 28.27	\$ 26.50
Weekly pass	\$ 32.00	-	\$ 30.00	-	-	-	-	\$ 30.00	\$ 38.50
Monthly pass	\$ 120.00	\$ 120.00	\$ 115.00	\$ 120.00	\$ 103.00	\$ 99.00	\$ 95.00	\$ 106.40	\$ 128.50
PRESTO	\$ 2.70	\$ 2.80	\$ 2.75	\$ 3.00	-	\$ 2.70	\$ 2.70	\$ 2.79	\$ 2.65
<b>Student*</b>									
Cash	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 3.10	\$ 3.25	\$ 3.25	\$ 3.37	\$ 2.00
10 Tickets	\$ 22.50	\$ 22.50	-	\$ 23.00	\$ 25.75	\$ 22.00	\$ 18.50	\$ 22.31	\$ 18.00
Monthly pass	\$ 101.00	\$ 101.00	\$ 105.00	\$ 90.00	\$ 86.50	\$ 65.00	\$ 69.00	\$ 83.10	\$ 106.00
PRESTO	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.30	-	\$ 2.20	\$ 1.85	\$ 2.21	\$ 2.65
<b>Senior</b>									
Cash	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 2.00	\$ 3.25	\$ 3.25	\$ 3.15	\$ 2.00
10 Tickets	\$ 18.00	\$ 18.50	-	\$ 18.50	\$ 19.00	\$ 17.50	\$ 18.50	\$ 18.38	\$ 18.00
Monthly pass	\$ 50.00	\$ 53.00	\$ 50.00	\$ 55.00	\$ 41.50	\$ 50.00	\$ 58.50	\$ 51.00	
Annual pass	\$ 504.00	\$ 534.00	-	-	-	-	-	-	
PRESTO	\$ 1.80	\$ 1.85	\$ 1.55	\$ 1.85	-	\$ 1.75	\$ 1.85	\$ 1.75	\$ 2.65
<b>Child</b>									
Cash	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.75	\$ 2.00	n/a	\$ 1.90	\$ 2.79	\$ 0.75
10 Tickets	\$ 16.50	\$ 16.50	n/a	\$ 18.50	\$ 19.00	n/a	\$ 15.50	\$ 17.67	\$ 6.00
PRESTO	\$ 1.65	\$ 1.65	\$ 2.50	\$ 1.85	-	\$ 2.20	\$ 1.55	\$ 2.03	\$ 2.65
<b>GO Co-Fare</b>									
GO Co-Fare	\$ 0.75	\$ 0.75	\$ 0.70	\$ 0.75	\$ 0.65	\$ 0.70	\$ 0.70	\$ 0.70	-

Indicates Mississauga rates that are higher than the GTHA average

Exemption Senior rate of \$ .00 available to Brampton residents only.

\*Mississauga student fares include post-secondary students

Prices Effective Since:

Mississauga - January 28, 2013

Brampton - April 1, 2013

YRT/Viva- January 1, 2013

Durham - July 1, 2013

Oakville - January 1, 2013

Burlington - May 1, 2013

TTC - January 1, 2013

### Appendix 3

### GTHA Transit Fare Student Eligibility/Criteria

System	Fare Category	Ticket/ePurse	Notes
MiWay	S, PS	\$2.25	Secondary & <b>Post-Secondary</b> use School ID, recognized institutions
Brampton Transit	S	\$2.50	Secondary use School ID
Oakville Transit	S	\$2.20	Must attend Primary or Secondary School
TTC	S, PS	\$1.80	Students must buy a TTC Student Discount Card (\$5.25); <b>Post-Secondary</b> only eligible for monthly Metropass; all PRESTO e-purse \$2.65
York Region Transit/VIVA	S	\$2.30	Student use School ID, Full time qualifying educational facility
Hamilton Street Railway	S	\$1.65	Student use School ID or HSR ID Card (\$3.00)
Burlington Transit	S	\$1.85	Students must be enrolled full time in a recognized Secondary School
Durham Region Transit	S, PS	\$2.50	Student use School ID: recognized institutions Secondary & Post-Secondary (Issue federal tax receipts)

<u>Grade</u>	<u>Age</u>	<u>Symbol</u>
9-12	13-19	S - High School
Post Secondary	20+	PS - Post Secondary



Appendix 4

**GTHA Transit Systems - Revenue/Cost (R/C) Ratio Comparison**

	Actual	Actual	Actual	Actual	Actual	Forecasted
	2008	2009	2010	2011	2012	2013
MISSISSAUGA	48.7%	48.3%	46.5%	47.0%	45.0%	45.0%
OAKVILLE	36.4%	36.8%	36.6%	34.6%	38.0%	39.0%
BRAMPTON	44.0%	43.0%	43.0%	46.0%	46.0%	47.0%
YORK REGION	41.0%	40.0%	39.0%	39.1%	39.0%	39.0%
HAMILTON HSR	51.0%	51.0%	51.0%	51.0%	47.0%	48.0%
Average	44%	44%	43%	44%	43%	44%

Source: Canadian Transit Fact Book - Operating Data- Canadian Urban Transit Association  
 Percentage includes farebox and advertising revenue only. Does not include other transit subsidies.