



AGENDA

BUDGET COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**WEDNESDAY, SEPTEMBER 19, 2012 –
IMMEDIATELY FOLLOWING GENERAL COMMITTEE**

**COUNCIL CHAMBER
SECOND FLOOR, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1
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
Julie.Lavertu@mississauga.ca

CALL TO ORDER

DECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF AGENDA

DEPUTATIONS

MATTERS TO BE CONSIDERED

1. MiWay Service Rationalization Proposal – 2012 (Wards 4, 6, 7, 9, 10, and 11)

Corporate Report dated August 8, 2012 from the Commissioner of Transportation and Works with respect to the MiWay service rationalization proposal – 2012.

RECOMMENDATION

That the service rationalization measures prepared by staff and outlined in the report to Budget Committee dated August 8, 2012 from the Commissioner of Transportation and Works be approved.

2. MiWay 2013 Fare Strategy

Corporate Report dated August 27, 2012 from the Commissioner of Transportation and Works with respect to the MiWay 2013 fare strategy.

RECOMMENDATION

1. That the proposed transit fare changes outlined in the report to Budget Committee dated August 27, 2012 from the Commissioner of Transportation and Works be implemented effective January 28, 2013.
2. That a by-law be enacted to establish the proposed 2013 Mississauga Transit fares and related charges as set out in Appendix 2 of the report dated August 27, 2012 and that the Mississauga Transit Fares By-law 284-11 be repealed.

CLOSED SESSION

ADJOURNMENT



Corporate Report

BUDGET COMMITTEE

Clerk's Files

SEP 19 2012

Originator's
Files

DATE: August 8, 2012

TO: Chair and Members of Budget Committee
Meeting Date: September 19, 2012

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

SUBJECT: **MiWay Service Rationalization Proposal - 2012**
Wards 4, 6, 7, 9, 10, 11

RECOMMENDATION: That the service rationalization measures prepared by staff and outlined in the report to Budget Committee dated August 8, 2012 from the Commissioner of Transportation and Works be approved.

**REPORT
HIGHLIGHTS:**

- This report summarizes the findings of a review of services provided by MiWay and identifies some services which are falling short of established targets for ridership and cost recovery. Adoption of the service adjustments identified in this report would result in cancellation of Weekend Service on Route 49-McDowell and Route 91-Hillcrest (Saturday, Sunday/Holiday).

BACKGROUND:

MiWay conducts an annual system wide review of its public transit system, where all routes are evaluated in terms of ridership volume, subsidy per boarding and frequency of service. Through this process, low performing routes are identified and further evaluated for possible service adjustments to improve efficiency through schedules or routing changes, aiming to attain higher cost-recovery ratios through ridership growth and/or service efficiencies. Where existing and forecasted ridership cannot support the cost of providing the service

beyond certain thresholds, service reductions and other measures are considered. Specific direction to staff to submit an updated review was provided during the Budget Committee meeting of September 21, 2011. This report deals with service rationalization measures to be adopted in that context.

COMMENTS:

Based on updated ridership data from March 2012 a review of system efficiencies was conducted which focused on three main indicators including: Daily Boardings, Boardings per Service Hour and Subsidy per Boarding. The following thresholds were set for each indicator:

- Daily Boardings – Less than 300 passengers
- Boardings per Service Hour – Less than 11
- Subsidy per Boarding – Greater than \$5.00 per passenger (system average is \$1.35)

Based on this criteria, the following routes and service times were identified:

Service	Route	Description	Wards	Frequency	Buses	Daily 2012 Boardings	Boardings per Service Hours	Service Hours/Day	Subsidy per Boarding	Forecasted Annual Savings
Saturday	49	McDowell	9, 10, 11	40 min	1	95	8.46	11.23	\$9.13	\$45,980
Saturday	91	Hillcrest	4, 6, 7	53 min	1	95	8.70	10.92	\$8.84	\$44,490
Sunday	49	McDowell	9, 10, 11	40 min	1	70	7.07	9.90	\$14.13	\$60,350
Sunday	91	Hillcrest	4, 6, 7	40 min	1	70	6.95	10.07	\$14.39	\$61,465

\$212,285

Given that the frequencies currently provided on these routes fall far short of acceptable standards and that the number of buses in use is at minimum levels, there are no mitigation alternatives available that would improve the efficiency of these services. Straight cancellation of these routes, on the service days indicated, remains the only alternative available to meet the desired budgetary savings.

The cancellation of Route 49-McDowell on weekends will require east/west passengers from northern Churchill Meadows to walk north to access Route 39-Britannia, south to Route 41-Thomas, or east to Route 45-Winston Churchill. Cancellation of this service will make access to transit service less convenient for the current passengers using Route 49-McDowell on weekends.

Weekend service on Route 91-Hillcrest was launched in 2011 to replace the service previously provided by Route 61-Mavis. To date, there has been very little passenger demand for the service provided by Route 91-Hillcrest service on weekends and holidays, with no prospects of further growth in ridership that would justify the continuation of weekend service on Route 91-Hillcrest. Cancellation of Route 91-Hillcrest would effectively isolate a portion of the service area along Mavis Rd. Current and future weekend customers will have longer walking distances to access public transit service on weekends. On the northern sector, Route 28-Confederation and Route 26-Burnhamthorpe, as well as Route 6-Credit Woodlands, will continue providing general coverage to the area. The Hillcrest-Clayhill community will need to walk south to access Route 1-Dundas.

STRATEGIC PLAN: While cancellation of Route 49 and 91 on Saturday and Sunday/Holidays will assist in addressing current financial pressures, they will erode MiWay's ability to make steady progress towards the long-term strategic pillar of becoming a transit oriented city and, as well, will impair the achievement of the strategic pillar aiming to connect the different communities in our city.

FINANCIAL IMPACT: The service cancellations summarized above would generate reductions to operating costs but will likely also bring about a reduction in revenue.

Service Cancellation	Annualized Savings		Full Time Operators
	Hours	Budget	
Route 49 & 91 – Saturday and Sunday Cancellation	2,392	\$212,285	1

Due to the planning and scheduling deadlines, which are set well in advance of board period cycles, as well as the need to ensure optimum customer communication on these matters, the earliest possible date when any service adjustments adopted by Council could be implemented would be with the January 28, 2013 service changes. In order to realize full 2013 savings, approval no later than October 24, 2012 is required.

The estimated net savings for the calendar year 2013, should Council approve staff recommended adjustments, would reach \$194,595.00.

CONCLUSION:

MiWay has conducted a system wide review of route performance with a view towards eliminating or reducing service levels on poorly performing all-day transit routes. The results of this review revealed that some routes are operating below the set efficiency targets in ridership volume and/or subsidy per boarding.

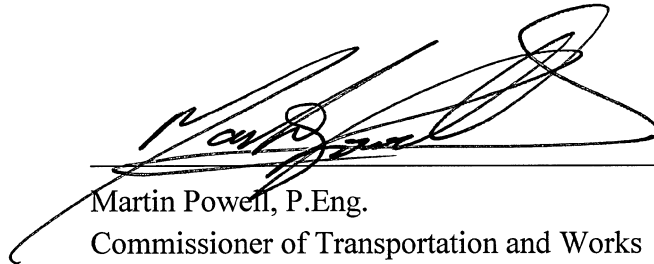
Cancellation of these services would result in net annual savings in operating costs valued at \$212,285.00 per year and reduce the full time equivalent staff complement by one operator.

Implementation of these recommendations would take place with the January 2013 service changes board period.

ATTACHMENTS:

Appendix 1: Route 49 – Weekend Analysis Summary

Appendix 2: Route 91 – Weekend Analysis Summary



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Gus Delfino, Manager of Service Development
MiWay*

Appendix 1 – Route 49 – McDowell – Weekend Service

1. **Route 49 – McDowell** is a daily **local circulator** connecting the northern Churchill Meadows residential community (Britannia/Winston Churchill/Thomas/Ninth Line) with two main attractors: Erin Mills Town Centre (49) and the Streetsville GO Station (49A).



2. **Weekday** service is mostly sustained by work-related (train and bus commuters) and student trips. On **weekends**, and since neither the local GO Station or the southern schools (St. Aloysius and John Frazer) are active, the few work/leisure related trips to Erin Mills Town Centre do not offer enough base for this service.

Table 1

Service Day	Route	Description	Wards	Frequency	Buses	2012 Adjusted Boardings	Boardings per Service Hours	Service Hours per Day	Annual Service Hours Reduction	Subsidy per Boarding	Forecasted Annual Savings
Saturday	49	McDowell	9, 10, 11	40 min	1	95	8.46	11h14m	595 h	\$9.13	\$45,980
Sunday/Holiday	49	McDowell	9, 10, 11	40 min	1	70	7.07	9h54m	605 h	\$14.13	\$60,350
		Wards 9 and 10							1200 h		\$106,330

3. With ridership levels less than **100** customers/day, less than **10** boardings per service hour and very high subsidies per boarding, the provision of **weekend** service on this local circulator is being considered for cancellation.
4. Only one bus is being deployed on this Route on either weekend day, offering **40-minutes frequency**. The service level is –admittedly– not attractive enough to expect higher levels of ridership, especially when there are no clear leisure destinations in the coverage area which could attract more transit riders.

5. With these considerations in mind, the prospects of reaching acceptable demand levels (200+ customers/day) are simply not attainable, and straight cancellation is the only alternative at hand to achieve the expected cost-reduction goals. This measure would be applied to **Saturday, Sunday and Holiday** services.
6. Public transit service will continue to be available on weekends in the periphery of **Route 49** catchment area, through **Route 39** (Britannia), **Route 45** (Winston Churchill), and **Route 41** (Thomas). For some residents, this will require walking longer than desirable distances.

MiWay, Service Development
August 2012

Table 1

Service Day	Route	Description	Wards	Frequency	Buses	2012 Adjusted Boardings	Boardings per Service Hours	Service Hours per Day	Annual Service Hours Reduction	Subsidy per Boarding	Forecasted Annual Savings
Saturday	91	Hillcrest	4, 6, 7	53 min	1	95	8.70	10h55m	580 h	\$8.84	\$44,490
Sunday/Holiday	91	Hillcrest	4, 6, 7	40 min	1	70	6.95	10h04m	615 h	\$14.39	\$61,465
		Wards 4, 6 and 7							1195 h		\$105,955

5. With ridership levels less than **100** customers/day, less than **10** boardings per service hour and very high subsidies per boarding, the provision of **weekend** service on this local circulator is being considered for cancellation.
6. Conscious that forecasted demand would be quite low, **MiWay** scheduled weekend service on **Route 91** by interlining buses with other Routes serving the City Centre, in an attempt to minimize costs. A “fraction” of one bus is being deployed on this Route on either weekend day, offering **40** and **53** minutes frequencies. These service levels are – admittedly- not attractive enough to expect higher levels of ridership.
7. With these considerations in mind, the prospects of reaching acceptable demand levels (200+ customers/day on Saturday, 250+ on Sunday/Holidays) are simply not attainable, and straight cancellation is the only alternative at hand to achieve the expected cost-reduction goals. This measure would be applied to **Saturday, Sunday and Holiday** services.
8. Public transit service will continue to be available on weekends in the periphery of most of **Route 91** catchment area, through **Route 28** (Britannia), **Route 6** (Credit Woodlands), **Route 1** (Dundas) or **Route 26** (Burnhamthorpe). For some residents, this will require walking longer than desirable distances.

MiWay, Service Development
August 2012



Corporate Report

BUDGET COMMITTEE

Clerk's Files

SEP 19 2012

Originator's
Files

DATE: August 27, 2012

TO: Chair and Members of Budget Committee
Meeting Date: September 19, 2012

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

SUBJECT: **MiWay 2013 Fare Strategy**

- RECOMMENDATION:**
1. That the proposed transit fare changes outlined in the report to Budget Committee dated August 27, 2012 from the Commissioner of Transportation and Works be implemented effective January 28, 2013.
 2. That a by-law be enacted to establish the proposed 2013 Mississauga Transit fares and related charges as set out in Appendix 2 of the report dated August 27, 2012 and that the Mississauga Transit Fares By-law 284-11 be repealed.

**REPORT
HIGHLIGHTS:**

- The base cost pressures to the 2013 transit budget include an increase in labour, maintenance and annualization of 2012 initiatives. To off-set a portion of the 2013 rise in costs, a fare increase is being proposed effective January 28, 2013.
- The recommended fare change is based on a detailed analysis that considered ridership impacts, GTA fare averages and other GTA transit system R/C ratios.
- 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 GTA transit systems while contributing towards a reasonable cost recovery ratio for taxpayers.

BACKGROUND:

The 2013-2016 Business Plan and Budget identifies transit fare increases in each of the four years to help offset baseline budget increases due to inflationary pressures and operational requirements resulting from the Bus Rapid Transit Way opening in 2013 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 (BRT and LRT) and educate the community about the value and benefits of MiWay to the community.

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 2011 revenue to cost ratio (R/C ratio) for Mississauga was 46%. The 2012 forecasted R/C ratio for Mississauga is 45%. The key factor contributing to this decrease in R/C ratio is the higher than projected diesel fuel costs. As of the end of July 2012, the diesel fuel budget was \$8.6 million; however, the actual diesel cost reached \$9.9 million and is projected to be \$1.5 million over budget by the end of 2012. However favourable ridership and revenues are expected to off-set this in-year financial pressure.

For the 2013 budget the base cost pressures include an increase in labour, maintenance and annualization of 2012 initiatives. These total cost pressures add an additional \$7.1 million (gross costs) or an increase of 5% to the 2013 base gross budget. These pressures will be reduced by the planned fare increase and expected ridership growth of 3% for 2013.

Fare Change

To off-set a portion of the 2013 rise in costs, a fare increase is being proposed effective January 28, 2013.

Several fare change options were considered and the associated revenue increase and ridership impacts examined. 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	\$2.60	\$2.70	+\$0.10
Adult Weekly Pass	\$29/wk	\$32/wk	+\$3/wk
Adult Monthly Pass	\$120/month	\$120/month	none
Student Tickets	\$2.25	\$2.25	none
Student Weekly Pass	\$24.50/wk	\$24.50/wk	none
Student Monthly Pass	\$101/month	\$101/month	none
Senior Tickets	\$1.75	\$1.80	+\$0.05
Senior Monthly Pass	\$47/month	\$50/month	+\$3/month
Senior Annual Pass	\$474/year	\$504/year	\$30/yr
GO Transit -Cash	\$0.70	\$0.75	+\$0.05
GO Transit Monthly	\$26.00	\$27.00	+\$1/month

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 2.

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

Ridership Impacts

Transit is a key strategic priority and the upward trend in riders in 2011/12 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 175,000 rides per year.

For 2013 inherent ridership growth is expected to provide an additional \$1.3 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 GTA 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 2013 fare pricing strategy is designed to encourage Presto use as paper fare products (tickets and passes) decline in popularity and are gradually eliminated.

The current Mississauga fare pricing is similar in most categories when compared with other GTA transit systems. The recommended fare change maintains an element of consistency with other GTA systems without any dramatic increases. See Appendix 3.

Cash

In 2012 MiWay increased the cash fare by \$0.25 to assist with cost pressures but remains consistent today with other GTA systems. In 2013 MiWay does not recommend increasing the cash fare to avoid discouraging new customers from trying the system.

Adult Fares

In the adult category tickets will increase \$0.10 per trip or \$1.00 for 10 tickets, \$3.00 for the weekly pass and the monthly pass will remain at the 2012 price of \$120. The MiWay monthly adult pass is also one of the highest amongst other GTA transit systems and therefore the pass is not recommended for increase. Adults can also take advantage of

MiWay's Presto weekly loyalty program; that is, after paying for 12 MiWay trips in one week the remaining trips within that same week are free.

This provides adults with several discounted travel options over the \$3.25 cash fare, and no change to the cost of a monthly pass to reward loyal customers.

Student/Child Fares

Student and child fares remain unchanged until 2014, as approved by Council, in order to provide youth with an affordable travel option as part of the City's Youth Plan. In addition, to encourage the use of Presto cards, it is recommended that the student weekly pass be discontinued as of September 2013.

During the 2012/13 school year, students will continue to learn about the Presto card through marketing outreach activities, including the award-winning MiWay Student Ambassador program. Students can also take advantage of MiWay's Presto weekly loyalty program.

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 us more in line with other GTA transit agencies. The seniors pass rates remain extremely reasonable, allowing seniors to travel with a monthly pass at \$1.13 per trip, or with an annual pass at \$0.95 per trip, based on an average of 44 trips per month.

Revenue/Cost Ratio

Mississauga's R/C ratio remains comparable with that of the other GTA systems. See Appendix 1. Since provincial funding varies amongst transit systems the R/C ratios in Appendix 1 are costs versus transit user fees from the farebox and advertising revenues and do not include provincial gas tax funds.

For 2013, the R/C ratio is expected to be slightly lower at 45% due to the additional cost pressures, even with the recommended fare increase and additional ridership growth expected.

Ticket Refunds

As a part of the fare change implementation, MiWay will no longer issue refunds on transit tickets. This will allow for a more consistent approach to refunds with other MiWay transit fare media and greater consistency with the refund practices of other GTA transit systems.

Currently MiWay is the only transit system in the GTA (i.e. TTC, York Region Transit, Brampton Transit, Oakville Transit, Burlington Transit, HSR, Durham Transit) that allows for ticket refunds.

In 2011, MiWay processed 290 ticket refund requests with values ranging from \$5.75 to \$200 with the majority of individual requests below \$50. Total refunds were \$9,217. This revenue loss does not include the administrative cost to process those refund requests.

The elimination of ticket refunds is consistent with the refund practices of other GTA transit systems and will ensure a consistent approach across MiWay fare media given that pass products (weekly pass, monthly pass, senior annual pass) are non-refundable. PRESTO refunds are administered according to current PRESTO practices among participating transit systems.

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 gross operating budget for transit will be increasing by \$7.1 million in 2013. These increases consist of an increase in labour, maintenance and annualization of 2012 services.

The total new revenue generated from the recommended fare changes is an additional \$1 million in 2013. This amount is in addition to the \$1.3 million in new revenue through expected ridership growth.

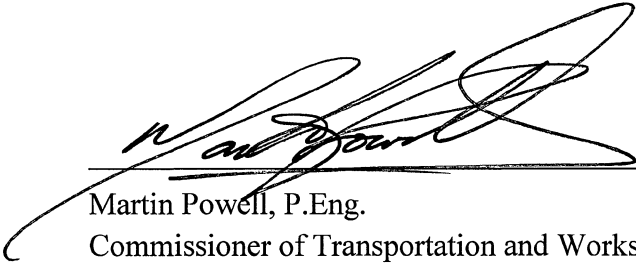
Approval of this proposed increase is required before the end of September 2012 to allow for sufficient time to complete the design, production, delivery and fare agent distribution by January 2013.

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 GTA transit systems while contributing towards a reasonable cost recovery ratio for taxpayers. All of these variables have been considered as part of this report and a fare change effective January 28, 2013 is recommended accordingly.

ATTACHMENTS:

- Appendix 1: GTA Transit Systems – 3 Year R/C Ratio Comparison
- Appendix 2: MiWay Fares 2013
- Appendix 3: GTA Fare Rate Comparison 2012



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Mary-Lou Johnston, Manager of Business
Development, MiWay*

MiWay Fare Strategy Appendix 1

GTA Transit Systems - Three-Year Revenue/Cost (R/C) Ratio Comparison

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

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

MiWay Fare Strategy Appendix 2

ITEM	Fares		Increase (\$)	Increase (%)
	Existing	Proposed		
Blind Patrons (with C.N.I.B. Card)	Free	Free	N/A	N/A
Pre-School Children	Free	Free	N/A	N/A
Children (Grades 1 to 8)				
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
Students (Grade 9+)				
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
Weekly Pass	\$24.50	\$24.50	N/A	N/A
Monthly Pass	\$101.00	\$101.00	N/A	N/A
U-Pass annual fee (for eligible UTM students) ¹	\$141.70	\$141.70	N/A	N/A
U-Pass replacement fee ¹	\$20.00	\$20.00	N/A	N/A
Adults				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$26.00	\$27.00	\$1.00	3.8%
Tickets – 5	\$13.00	\$13.50	\$0.50	3.8%
Presto e-purse	\$2.60	\$2.70	\$0.10	3.8%
Weekly Pass	\$29.00	\$32.00	\$3.00	10.3%
Monthly Pass	\$120.00	\$120.00	N/A	N/A
Seniors (65 years of age or older)				
Cash Fare	\$3.25	\$3.25	N/A	N/A
Tickets – 10	\$17.50	\$18.00	\$0.50	2.9%
Tickets – 5	\$8.75	\$9.00	\$0.25	2.9%
Presto e-purse	\$1.75	\$1.80	\$0.25	2.9%
Monthly Pass	\$47.00	\$50.00	\$3.00	6.4%
Annual Pass ³	\$474.00	\$504.00	\$30.00	6.3%
Photo ID Card – new and replacement	\$5.00	\$5.00	N/A	N/A
GO Transit Fare Integration				
GO Sticker (monthly)	\$26.00	\$27.00	\$1.00	3.8%
GO Discounted Cash Fare for travel to and from GO Rail stations	\$0.70	\$0.75	\$0.05	7.1%
Presto e-purse	\$0.70	\$0.75	\$0.05	7.1%
GTA Weekly Pass²	\$54.00	\$54.00	\$0.00	0%
PRESTO Fare Card – new and replacement	\$6.00	\$6.00	N/A	N/A
Board of Education Student Tickets - 10 Dufferin-Peel Catholic District School Board and Peel District School Board	\$21.50	\$21.50	N/A	N/A
Purchase Discount For purchases of tickets and passes with a total value of \$750 or more per transaction and made directly from Mississauga Transit.	1.5%	1.5%	N/A	N/A
Paramount Canada's Wonderland (seasonal)				
- Per person one-way	\$8.50	\$8.50	N/A	N/A
- Per family (of four individuals) one-way	\$25.00	\$25.00	N/A	N/A
Charter Rate (per hour) (min. charge 2 hours)				
60 foot bus	\$190.00	\$200.00	\$10.00	5.3%
30/40 foot bus	\$175.00	\$175.00	N/A	N/A
Transit Route Map	\$2.00	\$2.00	N/A	N/A
Canadian Armed Forces Veterans and Companion -on the day of the Warriors' Day Parade -on Remembrance Day, November 11	Free	Free	N/A	N/A

1 As per Council approved agreement.

2 Price set by the TTC and other participating partners.

3 2013 Senior Annual Pass charged at new price effective Dec 1st, 2012

MiWay Fare Strategy Appendix 3

GTA Fare Rate Comparison

Rates as of September 2012

	MISSISSAUGA 2012	MISSISSAUGA 2013 Proposed	BRAMPTON	YORK REGION	DURHAM	OAKVILLE	BURLINGTON	AVERAGE
Adult								
Cash	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.00	\$ 3.25	\$ 3.00	\$ 3.21
10 Tickets	\$ 26.00	\$ 27.00	\$ 27.50	\$ 28.00	\$ 27.00	\$ 26.50	\$ 25.00	\$ 26.67
Weekly pass	\$ 29.00	\$ 32.00	\$ 29.00	n/a	n/a	n/a	n/a	\$ 29.00
Monthly pass	\$ 120.00	\$ 120.00	\$ 110.00	\$ 115.00	\$ 100.00	\$ 94.00	\$ 88.00	\$ 104.50
Student*								
Cash	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 3.00	\$ 3.25	\$ 3.00	\$ 3.21
10 Tickets	\$ 22.50	\$ 22.50	\$ 24.50	\$ 21.00	\$ 25.00	\$ 21.50	\$ 17.00	\$ 21.92
Weekly pass	\$ 24.50	\$ 24.50	\$ 25.50	n/a	n/a	n/a	n/a	\$ 25.00
Monthly pass	\$ 101.00	\$ 101.00	\$ 100.00	\$ 85.00	\$ 84.00	\$ 60.00	\$ 64.00	\$ 82.33
Senior								
Cash	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 1.95	\$ 3.25	\$ 3.00	\$ 3.03
			\$1.00					
10 Tickets	\$ 17.50	\$ 18.00	\$ 16.00	\$ 16.50	\$ 18.50	\$ 17.50	\$ 17.00	\$ 17.17
Monthly pass	\$ 47.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 40.25	\$ 50.00	\$ 54.00	\$ 48.54
Annual pass	\$ 474.00	\$ 504.00	n/a	n/a	n/a	n/a	n/a	
Child								
Cash	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.50	\$ 1.95	n/a	\$ 1.75	\$ 2.74
10 Tickets	\$ 16.50	\$ 16.50	n/a	\$ 16.50	\$ 18.50	n/a	\$ 14.00	\$ 16.38
GO Co-Fare								
GO Co-Fare	\$ 0.70	\$ 0.75	\$ 0.65	\$ 0.75	\$ 0.65	\$ 0.65	\$ 0.65	\$ 0.68

Indicates Mississauga rates that are higher than the GTA average

Brampton Senior rate of \$1.00 available to Brampton residents only.

*Mississauga student fares include post-secondary students (All others do not)

Prices Effective Since:

Mississauga - January 30, 2012

Brampton - March 26, 2012

YRT/Viva- January 1, 2012

Durham - July 1, 2012

Oakville - January 1, 2012

Burlington - January 1, 2010