

RE: PRELIMINARY FARE PROPOSAL FOR 1987/88

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1987 February 04
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.201.2

SUBJECT: PRELIMINARY FARE PROPOSAL FOR 1987/88

RECOMMENDATION

THAT this report be received for information purposes.

R E P O R T

1.0 INTRODUCTION

At its meeting of 1987 February 02, Council requested that staff 'provide a small report regarding the proposed transit fee structure'. This report is written in response to Council's request and briefly comments on the fare structure and the emerging opportunity for resolving the fare zone boundary issue in North-East Burnaby.

Our review is based on the BC Transit's 1987 January 25 report, "Vancouver Regional Transit System: Preliminary Fare Proposal for 1987/88". A copy of this report has been previously forwarded to each member of Council.

2.0 FEE STRUCTURE

Table 1 attached is from BC Transit's report. At first glance it suggests that there is no change between present and proposed fares. This is not the case as BC Transit is proposing to extend the zone system to cover all time periods. At present during off-peak times riders can travel anywhere in the Region for the single zone fare.

There is an economic rationale for charging transit users relative to the distance they travel and a fare zone system is probably our best means for doing this. There is also however an economic rationale for a differential in fares between peak and off-peak travel (there should be a 'premium' for peak period travel). Thus the extension of fare zones to off-peak travel promotes the first economic principle at the expense of the second.

BC Transit's fare increase for off-peak users is presumably being proposed as a gentle way of increasing revenue. While most transit users in the off-peak are probably transit 'captive' they are also probably price sensitive. Hence extending the fare zones (increasing fares) for off-peak travel may not generate the extra fare revenue anticipated if total travel decreases significantly. Presumably BC Transit has grappled with these issues.

3.0 THE TRANSIT FARE ZONE BOUNDARY AT NORTH-EAST BURNABY

When the concept of fare zones was introduced by BC Transit in 1985 the north-east section of the Municipality was carved off from the rest of the Burnaby/New Westminster fare zone by extending the fare zone boundary along the Gagliardi Way corridor. While the Municipality vigorously opposed this, BC Transit's choice of boundary location was mandated by an overriding operational requirement. Their need related to fare card enforcement problems arising from a single zone transferable fare card. BC Transit is now proposing a change to this fare card as discussed below:

"Since the introduction of the zone system in 1984 there has been a slight anomaly in the format of the one-zone "Local" FareCard which is valid for travel in only one-zone. This arises because the pass is not zone-specific and passengers have been known to defraud the transit system by making a trips across a zone boundary and continuing to use the pass in a second zone.

It is proposed that subject to a detailed review of the technical feasibility, the FareCard format be revised with the addition of 'scratch-and-ride' panels. The passenger would purchase the pass and then validate it for the zone in which it will be used during designated hours. It is proposed that this treatment also be used for the two-zone Urban and Suburban FareCards which can be combined to form a single two-zone FareCard. This change may not be possible until some time after 1987 April 01, depending on the resolution of the technical issues involved in producing a 'scratch-and-ride' FareCard or an alternative design if this technology is not suitable." (BC Transit 1987)

These revisions to the FareCard design could potentially resolve the fare zone boundary issue completely. Recognizing this, BC Transit staff have indicated a willingness to discuss the possibility of relocating the fare zone boundary with municipal staff. As our discussions with BC Transit progress, we will report on this matter further to Council.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb
Attach:

cc: Director Engineering

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MANAGER'S REPORT NO.	9
COUNCIL MEETING	87/02/09

TABLE 1
PROPOSED FARES FOR APRIL 1, 1987

FARE CATEGORY	PRESENT FARES	PROPOSED FARES	% CHANGE
ADULT FARE LEVELS			
1. CASH			
One Zone	\$1.15	\$1.15	0.0%
Two Zone	\$1.55	\$1.55	0.0%
Three Zone	\$2.20	\$2.20	0.0%
2. FARESAVERS			
One Zone	\$10.50	\$10.50	0.0%
Two Zone	\$14.00	\$14.00	0.0%
Three Zone	\$20.00	\$20.00	0.0%
3. FARECARDS			
Local	\$46.00	\$46.00	0.0%
Urban/Suburban	\$62.00	\$62.00	0.0%
SuperCard	\$88.00	\$88.00	0.0%
CONCESSION FARE LEVELS			
1. CASH			
One Zone	\$0.60	\$0.60	0.0%
Two Zone	\$0.80	\$0.80	0.0%
Three Zone	\$1.10	\$1.10	0.0%
2. FARECARD*			
Concession	\$27.00	\$27.00	0.0%
DAYPASS			
1. ADULT	\$3.00	\$3.00	0.0%
2. CONCESSION	\$1.50	\$1.50	0.0%

* Valid for one, two and three-zone trips.

