

Repensons la mobilité

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Fare Reform Project in the Greater Montreal Area, Canada

The Case for Public Transit Fare Integration

SPUR

November 18, 2020

Overview



- 1 Governance and Funding Mechanism
- 2 Fare Integration, Fare Reform and Public Consultation Process
- 3 Other Aspects Related to Fare Reform



Governance and Funding Mechanism

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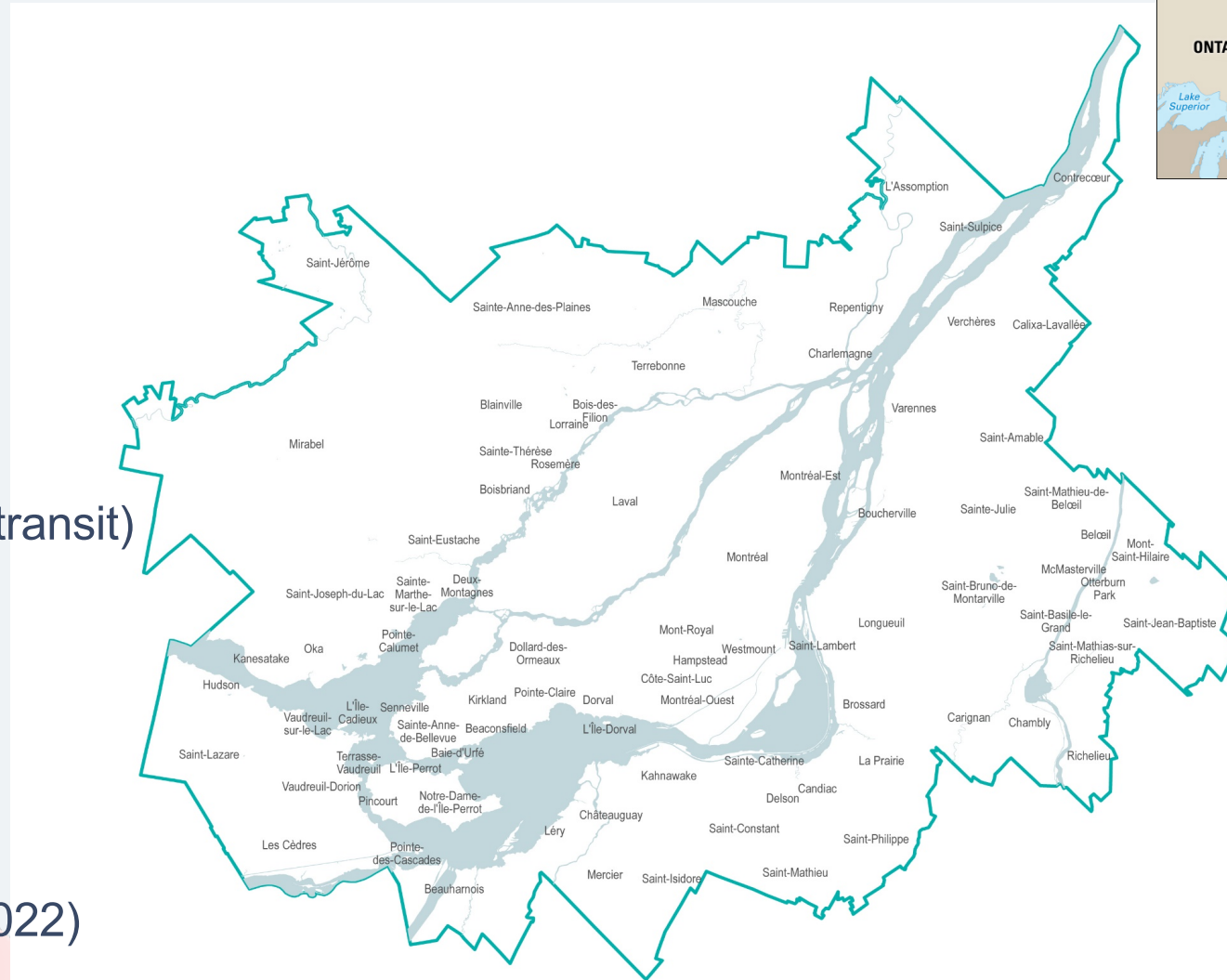
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→ Mission of the ARTM

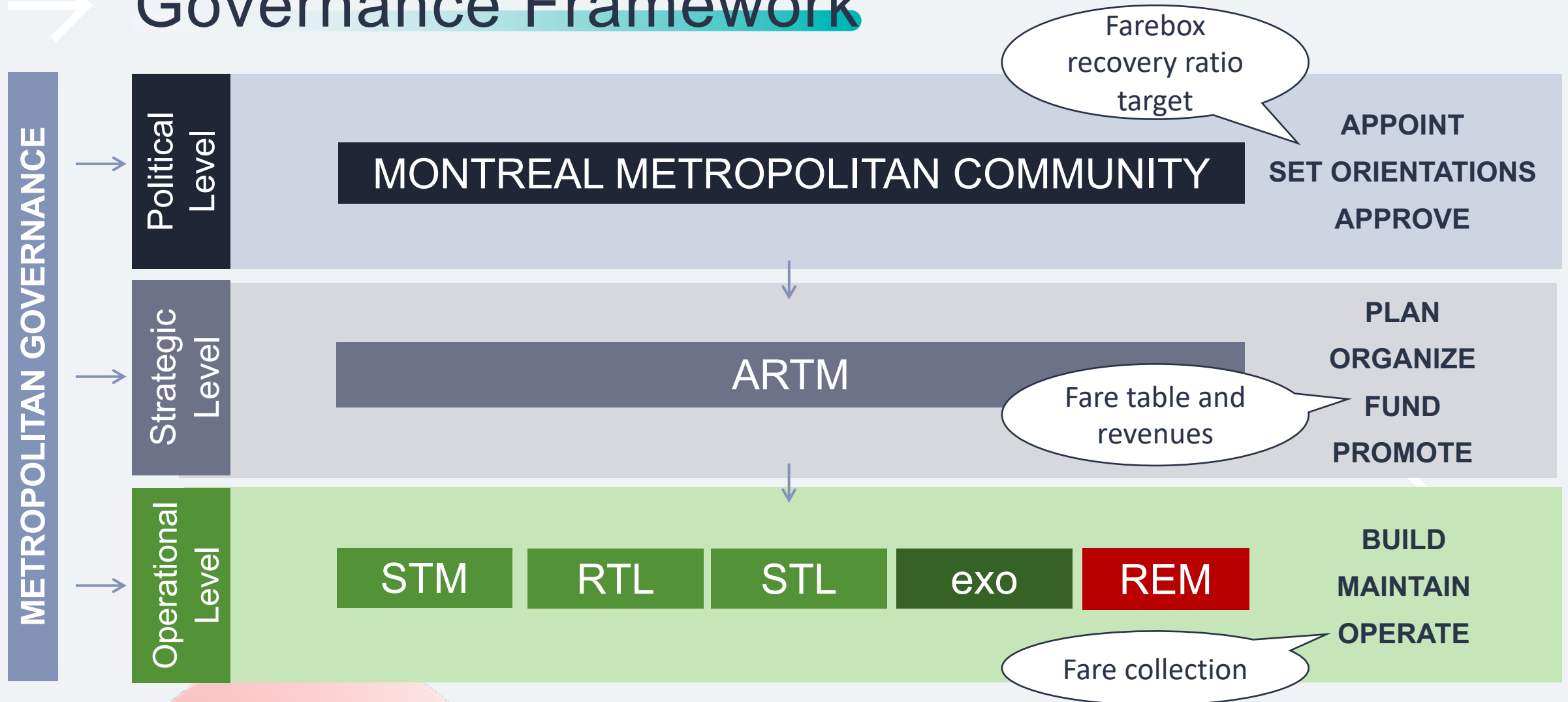
- The mission of the Autorité régionale de transport métropolitain (ARTM), established on June 1st, 2017 following a reform in governance, is to **plan, organize, fund and promote public transit** in the Greater Montreal Area with the objective of offering a simple, integrated, fluid and efficient mobility experience.
- When established in 2017, the ARTM **was specifically tasked with the responsibility of setting public transit fares** within its territory. The purpose of this exclusive jurisdiction is to facilitate fare integration across all public transit services in Greater Montreal and thereby simplify access for users, including those with reduced mobility.

→ ARTM Territory and Transit services

- › 83 municipalities
- › Population of 4 million
(Canada 38 million; Québec 8 million)
- › 4 000 km²
- › Service operators:
 - › STM (subway, bus, paratransit)
 - › STL (bus, paratransit)
 - › RTL (bus, paratransit)
 - › Exo (commuter rail, bus, paratransit)
 - › REM (light rail starting 2022)

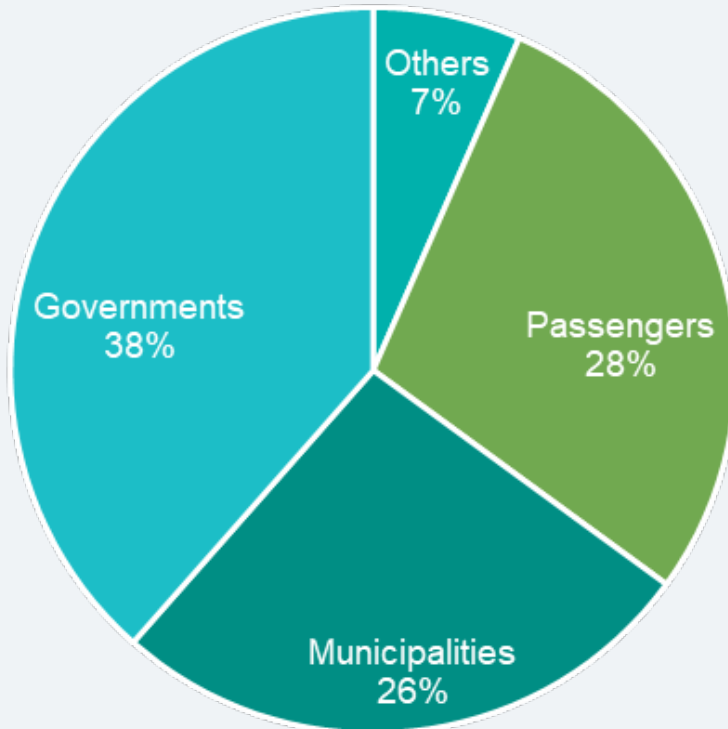


→ Governance Framework



Funding Mechanism

Funding sources - B2020



- › The public transit system in the metropolitan area currently relies on three main funding sources:
 - › Fare revenues from passengers
 - › Grants from provincial and federal governments
 - › Contributions from municipalities
- › Before the pandemic:
 - › Fare revenues were projected at \$969M for 2020
 - › Operating expenses of transit services were projected at \$2.3B for 2020
 - › All expenses including debt service were projected at \$3.4B for 2020



Fare Integration, Fare Reform and Public Consultation Process

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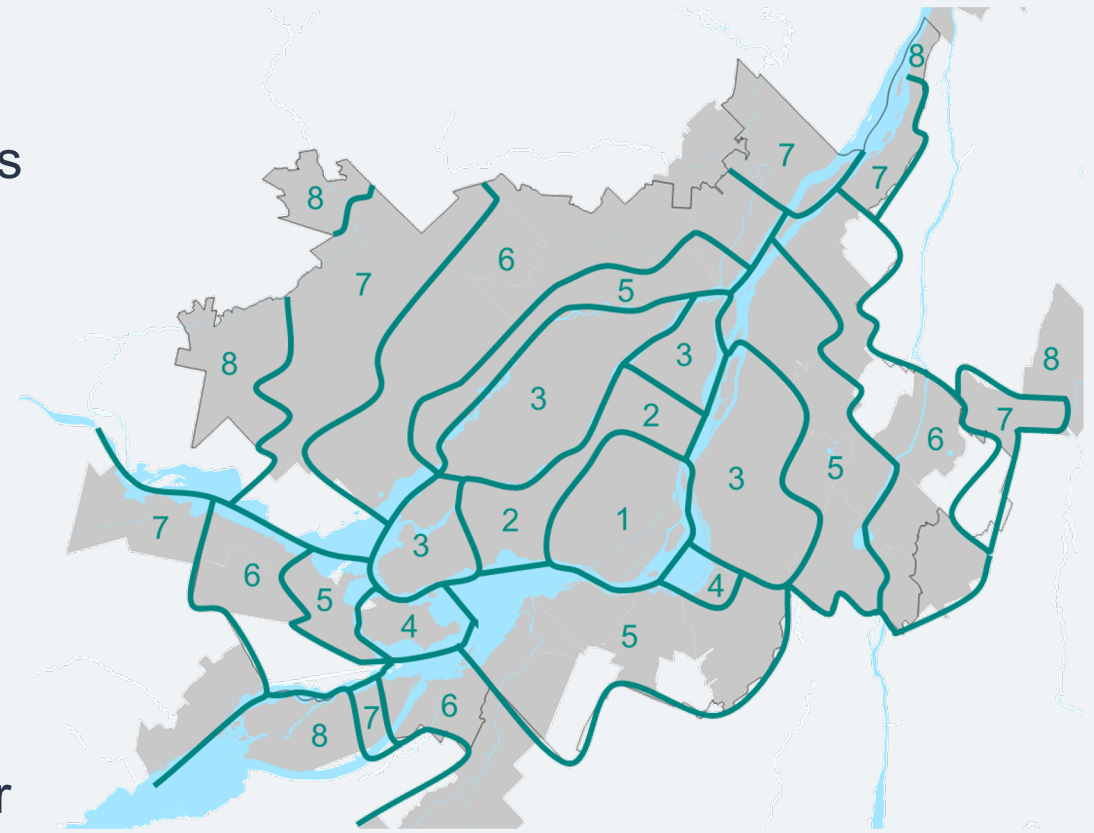
Long History of Fare Integration

- **1965** Abolition of fare zones and integration of bus and metro fares in Montréal
- **1985** Implementation of subsidies for fare integration
- **1986** Introduction of combined tickets (inter-operator)
- **1990** Creation of a regional transportation pass
- **1998** Implementation of integrated fare structure and definition of zone-based system
- **1999** Partial implementation of integrated single fare tickets
- **2008** Introduction of OPUS smart card fare collection system for all modes and networks



Current Fare Structure

- 17 **operator-based** fare tables (16 operators before governance reform)
- More than 700 fare products
- Multiple overlapping fare logics
 - **Integrated** (metropolitan) fare based on 8 concentric zones with Downtown Montréal as the Centre
 - **Local** fares: flat, zonal, zonal O-D, etc.
- High market penetration of monthly pass or fare subscription
- Especially difficult for occasional users to understand
- Different fares for regular transit and paratransit



17 fare tables



STL. RTL. exo
99 \$ 102 \$ 59-282 \$



STM
88.50 \$



TRAIN
86.50-208 \$



TRAM since 1998
102-278 \$

Fare reform project: Guiding Principle

- › **Coherence** – a fare structure for the entire metropolitan area that takes costs, perceived value by customers and use of public transit services into account
- › **Simplicity** – fares that are easy for people to use and understand
- › **Accessibility** – fares that are accessible to all citizens
- › **Resilience** – a fare structure that can adapt to the customers' changing needs, the transit service offer and new technologies
- › **Flexibility** – a fare structure that can be coherently integrated into local fare initiatives
- › **Integration capability** with other mobility service fares
- › **Financial responsibility** in terms of established fare revenue target

Fare reform project:

A Simplified and Unified Fare Structure

- › Provide identical fare table for regular and paratransit services
- › Reduce the number of fares and information needed to be understood by the users
- › Harmonize fare rules and policy
- › Maintain fares that are popular and appreciated by users
- › Evaluate the possibility of introducing new fare products for the population/users who are not well-served by the current fare table

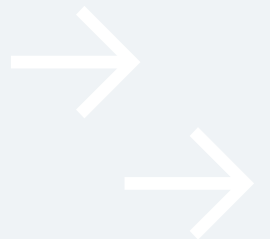
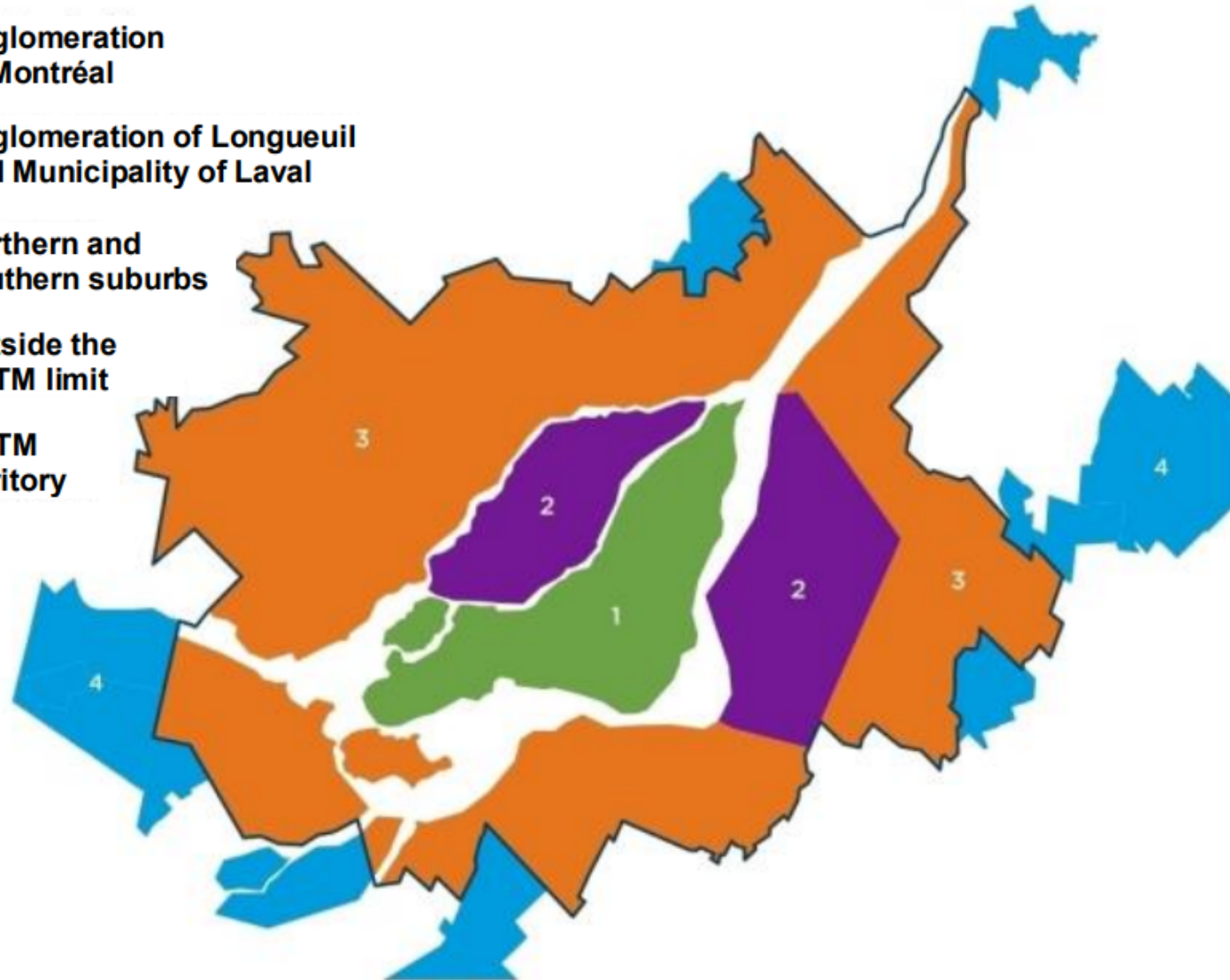


Fare reform project: 4 Fare Zones

Fare reform project zone

ARTM Autorité régionale
de transport métropolitain

- 1 . Agglomeration
of Montréal
- 2 . Agglomeration of Longueuil
and Municipality of Laval
- 3 . Northern and
southern suburbs
- 4 . Outside the
ARTM limit
- . ARTM
territory



Fare reform project

TOUS MODES

Destination zone

		1	2	3	4
		1	2	3	4
Origine zone	1	\$90	\$144	\$176	\$245
	2	\$144	\$100	\$144	\$176
	3	\$176	\$144	\$100	\$144
	4	\$245	\$176	\$144	\$100

1 - Agglomeration of Montréal

2 - Municipality of Laval and the Agglomeration of Longueuil

3 - Northern and southern suburbs

4 - Outside the ARTM limit

BUS PARTOUT

Destination zone

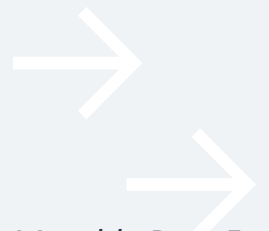
		1	2	3	4
		1	2	3	4
Origine zone	1	\$110			
	2				
	3				
	4				

1 - Agglomeration of Montréal

2 - Municipality of Laval and the Agglomeration of Longueuil

3 - Northern and southern suburbs

4 - Outside the ARTM limit



Regular Monthly Pass Fares
For Public Consultation



Fare reform project:

Next Steps and Implementation

Next steps

› Public consultation

September 3 to October 23, 2020

› Submission of report on consultation

December 2020

› Adoption of the « enhanced » fare reform project

December 2020

› Period of implementation

July 2021 to 2024, by phase

Implementation

› October 2020

Introduction of « Unlimited Weekend » and « Unlimited Evening » fares accepted for all services and zones

› Priority interventions for 2021

- Harmonizing regular transit fares in Northern & Southern suburbs (zones 3 and 4)
- Harmonizing paratransit fares in Northern & Southern suburbs (zones 3 and 4)





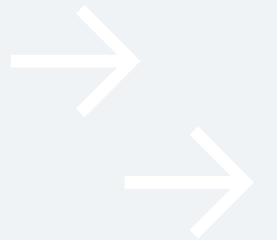
Other Aspects Related to Fare Reform

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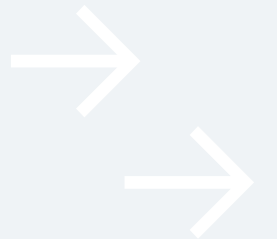
→ Related aspects

- › Social Pricing Policy (fare for low-income population)
- › Integrated Mobility Policy
- › Evolution of Fare Collection Technology





<https://parlonstarification.quebec/>
<https://repensonslamobilite.quebec/>





Thank you!

