SUBJECT: Hamilton-Wentworth District School Board - School Hour Transit Pass Program - (PW07102) - (City Wide)

RECOMMENDATION:
That The Hamilton Street Railway Company be authorized and directed to enter into an Agreement with The Hamilton-Wentworth District School Board for a School Hour Transit Pass program, with a term ending on June 30, 2008, in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY:
A School Hour Transit Pass Program between HSR and The Hamilton-Wentworth District School Board (HWDSB) has been in place since 2002, providing a limited use bus pass to students nominated by HWDSB under its school transportation program. This Pass program has worked well for the parties, and is now due for renewal, having remained in force through extension beyond the term of the Agreement.

The Agreement will be for a one year term, and pricing will be fixed for HWDSB’s 2007/2008 academic year. It is the desire of HWDSB to negotiate a further agreement in 2008 to conform to its program needs, once integration of transportation programs with Hamilton-Wentworth Catholic District School Board is completed.

There is a mutual benefit to the parties, as HSR gains substantial pre-paid revenues of $335,000 annually, and HWDSB receives reliable, cost efficient transportation services that meet its program needs.
BACKGROUND:

The information/recommendations contained within this report have City wide implications.

In 2002, HSR implemented a School Hour Transit Pass program, accessible only to those students deemed eligible by HWDSB; this program has since been maintained through the mutual agreement of the parties.

The School Hour Only Pass is issued to those students HWDSB deems as eligible, at no charge to the student and at the sole expense of HWDSB, on the basis of two, five (5) month terms during the school year.

The Pass is valid 6:00 a.m. to 6:00 p.m., Monday to Friday only; and is not valid on Saturdays, Sundays, statutory holidays and Board designated Christmas and March breaks.

The price of the pass to HWDSB for each of the two terms in the 2007/2008 academic year is dependent on the number of students designated by HWDSB as eligible, as proposed below.

<table>
<thead>
<tr>
<th>No. Eligible Students</th>
<th>Unit Price per Term</th>
<th>Equivalent Unit Monthly Price</th>
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<tbody>
<tr>
<td>up to 899</td>
<td>$225.00</td>
<td>$45.00</td>
</tr>
<tr>
<td>900 - 999</td>
<td>$217.50</td>
<td>$43.50</td>
</tr>
<tr>
<td>1,000 - 1,099</td>
<td>$210.00</td>
<td>$42.00</td>
</tr>
<tr>
<td>1,100 - 1,199</td>
<td>$202.50</td>
<td>$40.50</td>
</tr>
<tr>
<td>1,200 or more</td>
<td>$195.00</td>
<td>$39.00</td>
</tr>
</tbody>
</table>

The price for the lower tier of enrolment represents a discount of 20% from the price of the HSR Elementary/Secondary Monthly Bus Pass, and is commensurate with the restricted hours when the pass may be used.

HSR also offers, at the option of the qualifying student, conversion of this restricted pass to the equivalent privileges of an HSR Elementary/Secondary Bus Pass, on a school term basis. HSR “up-sells” this “School Plus Pass” for the five month school term at a cost to the student of $85, allowing unlimited travel over and above the HWDSB sponsored School Hour Only Pass. This is a joint promotion of the Board and HSR and is promoted by HWDSB via information in the letter of eligibility to students.

These programs are only made available to students designated as eligible and sponsored by the HWDSB and are not available to others as part of the regular HSR fare structure.

It is the policy of HWDSB that, for eligible HWDSB students, home to school transportation will be safe, secure and on time, bringing students to school ready to learn, cost effectively, efficiently and within budget. This program arrangement compares favourably with yellow bus transportation services that HWDSB otherwise employs as necessary.

ANALYSIS/RATIONALE:

The 2006/2007 revenues from the School Hour Transit Pass program were about $335,000.
Alternatives for consideration:
Council may choose to not accept the Recommendations, in which case the current Agreement with HWDSB would be discontinued, and HWDSB would seek alternative transportation arrangements to meet its obligations, at a greater cost to HWDSB. It is not possible to calculate service impacts on HSR, as this program with WDSB has existed in the current and previous forms for more than 10 years.

Financial/staffing/legal implications:
There are no financial or staffing implications associated with the Recommendations. Acceptance of the recommendation will commit Council to the Agreement with The Hamilton-Wentworth District School Board for one academic year, ending June 30, 2008.

Policies affecting proposal:
There are no policies affecting this proposal.

Relevant consultation:
This recommendation is the result of consultation between HWDSB, HSR and City Legal Services staff.

City strategic commitment:
By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
Access to the community by persons with disabilities is enhanced in a manner that complies with legislated requirements.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Encourages the ongoing use of public transit in the alternative to the private automobile with much higher GHG emissions.

Economic Well-Being is enhanced. ☑ Yes ☐ No

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☐ Yes ☑ No