

Minutes- Standing Policy Committee on Finance - June 4, 2015

REPORTS

**Item No. 5 Automatic Fare Collection System – Financial Status Report No. 11
for the Period Ending March 31, 2015**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Finance concurred in the recommendation of the Winnipeg Public Service that the financial status of the Automatic Fare Collection System Replacement Project, as contained in the report be received as information.

Minutes- Standing Policy Committee on Finance - June 4, 2015

DECISION MAKING HISTORY:

Moved by Councillor Gillingham,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

ADMINISTRATIVE REPORT

**Title: AUTOMATIC FARE COLLECTION SYSTEM – FINANCIAL STATUS
REPORT NO. 11 FOR THE PERIOD ENDING MARCH 31, 2015**

Critical Path: STANDING POLICY COMMITTEE ON FINANCE

AUTHORIZATION

Author	Department Head	CFO	CAO/COO
T. Dreolini	D. Wardrop	M. Ruta	M. Jack COO

RECOMMENDATIONS

That the financial status of the Automatic Fare Collection System Replacement Project as contained in the report be received as information.

REASON FOR THE REPORT

Administrative Standard No. FM-004 requires quarterly reporting to the Standing Policy Committee on Finance.

IMPLICATIONS OF THE RECOMMENDATIONS

None

HISTORY

On February 22, 2006, Council approved the report submitted by the Transit Department entitled Implementation Plan for Rapid Transit Task Force Recommendations. The implementation plan included a recommendation that the existing fareboxes be replaced with an automated fare collection system. The fareboxes dated back to the early 20th Century and had been out of production for decades. The implementation of a new fare collection system was intended to modernize and simplify the fare collection process, provide more convenience and options for passengers, and improve the security of fare collection.

The Automatic Fare Collection System has a total budget of \$17.74 million; \$15.24 million was approved in the 2011 and earlier Capital Budgets and Council approved the transfer of an additional \$2.5 million from surpluses in the 2011 Transit Buses Capital Project and the Transit System Funds retained earnings at its meeting of July 20, 2011.

MAJOR PROJECT STEERING COMMITTEE

Administrative policy for projects with capital costs exceeding \$10 million requires formation of a Major Capital Project Steering Committee. The Committee has been formed and its members are:

Paul Olafson, Corporate Controller, Corporate Finance Department
Clive Wightman, Director of Community Services
Dave Wardrop, Director of Transit

The Committee has reviewed this report and recommends that the report be sent to the Standing Policy Committee on Finance.

PROJECT STATUS

The project remains within budget.

DESCRIPTION OF PROJECT

Fare collection is a core element of Transit's business and has an impact on the operations of every division within the department. This is an extremely complex technology project involving the installation of electronic validating fareboxes on Transit's fleet and the implementation of a smart card based automatic fare payment system that is supported by the necessary financial and information technology hardware and software systems.

The electronic validating fareboxes have been configured to accept coins and valid tokens only and collect, secure, reliably count and report all fare payments. They have been configured to print and validate transfers. They have also been equipped to read and write to contactless electronic smart cards.

Pre-purchased fare products will be offered on electronic smart cards. These cards will contain a record of the payment, including the time of payment, and will constitute the "transfer" to permit the passenger to board another bus for free during the valid time period.

Retail outlets located throughout the city, telephone and on-line systems will be used by passengers to conveniently reload transit products or value onto the reloadable electronic smart cards.

As an enhancement to this project, Transit will introduce a single ride token that will be used exclusively for schools and social service agencies. The initial plan was to provide two ride disposable smart cards to these agencies; however, they required a means to provide single rides to their clientele and they could not absorb the approximate \$1.00 cost of the disposable

card. The tokens will be produced by the Royal Canadian Mint and will have a unique electromagnetic signature that will be verified by the new fareboxes to prevent counterfeiting. The tokens will cost approximately \$388,000 and should last a minimum of 10 years. This presents a substantial cost saving as disposable smart cards for schools and social services agencies were expected to cost approximately \$750,000 per year.

The primary contract for the supply of the automatic fare collection system was awarded to Garival Inc. of Laval, Quebec in the estimated amount of \$12,934,470.00 before all taxes in January 2012.

PROJECT SCHEDULE

The Automatic Fare Collection System Project is being delivered in two phases. Phase 1 was completed on June 14, 2013 and consisted of the installation of the new fareboxes on the entire bus fleet. The fareboxes are equipped with a coin counter/validator, transfer printer, transfer reader and a ticket chute. Paper tickets and monthly and weekly flash passes will continue to be used during Phase 1 and early in Phase 2.

Smart cards are being implemented as Phase 2 of the project. The smart card system has been in development since 2013. Detailed System Integration Testing commenced in Transit's test environment on October 13, 2014. This System Integration Testing has identified a number of function and interface issues that have required rework. The rework and retesting activities were ongoing at the end of March 2015 and testing and development staff from Garival and their subcontractors have been on site at Transit during this period of time. Comprehensive field testing is expected to commence in June 2015.

The field testing will be conducted in phases and will verify the operation of the various hardware and software elements of the system required to purchase fare products, manage the card inventory, use the smart cards on buses and create system reports. The field tests will generate large volumes of test transactions using Transit employees and the entire bus fleet. Field testing and rework activities are expected to continue over the summer. On the successful completion of the field testing, the smart cards will be rolled out to the public in stages by passenger class to minimize any potential problems with the distribution to hundreds of thousands of Transit customers.

The delivery of the project is being accomplished through seven separate contracts that were awarded as shown in the table below.

Bid Opportunity Number	Description	Date of Contract Award	Estimated Completion Date	Award Amount
550-2008	The Gooderham Group - Consultant Services for the Update of Transit Fare Collection Systems and Technology	October 27, 2008	December 2011	\$86,973.00
345-2011	Infodev Electronic Designers International - Integration of On-Board Security Camera and Fare Collection Systems with Existing Advanced Transit Communication and Vehicle Location System	May 13, 2011	November 2012	\$919,175.00 ¹
777-2011	McKim Cringan George - Development and Implementation of a Multimedia Public Information Campaign	November 23, 2011	September 2014	\$159,400.00 ¹
878-2011	The Gooderham Group - Implementation Project Manager	November 23, 2011	December 2015	\$285,526.00
925-2010	Garival Inc. - Automatic Fare Collection System	January 1, 2012	December 2015	\$12,934,470.00

877-2011	Ernst and Young LLP - Professional Accounting/Audit Advisory Services	February 10, 2012	December 2014	\$22,750.00
Sole source	KPMG LLP – Consulting Services	May 7, 2012	December 2014	\$85,000.00

Total Award Amount
\$14,493,294.00

¹A portion of these awards have been charged to separate projects as the contract work spanned multiple projects
(\$461,125.00)

Total Award Amount Applied to Fare Collection
169.00
\$14,032,

RISK AND MITIGATION STRATEGIES

There have been few large scale electronic smart card implementations in North America and elements of this project have been developed to meet Transit's specific requirements. This new technology must undergo extensive testing and verification before it can be introduced to the public. The complexity of the implementation has required more system development, verification and rework than was initially anticipated. Rushing the development and testing in the interests of rapid deployment creates a risk that the system provided to the public will contain defects that impact their ability to purchase or use fare products. Within the last two to three years, several smart card implementations throughout North America have had to be pulled back after introduction or have caused substantial passenger dissatisfaction when systems did not function properly.

The risk of delay in the development of the smart card technology has been mitigated with the two phase implementation. With a phased implementation, the coin validating and automated transfer verification technology have already been placed into service.

The risks of technical or card distribution problems following the smart card implementation have been mitigated by extensive testing at the contractor's test environment and Transit's test environment, planning for a comprehensive series of field tests and using a phased roll out strategy. Smart cards will be introduced by passenger classes beginning with Handi-Transit registrants, seniors, youth, full fare, eco pass and post-secondary customers. During the roll out, paper passes and tickets will not be phased out until the volume of smart cards sold is sufficient to avoid a surge in demand and excessive line ups at card distribution points. Cards will also be available to the public at 87 locations throughout the city to minimize line ups. Following the initial roll out, these same locations will be available to load fare products onto cards in addition to online and 311.

This project is in part financed by the Manitoba Winnipeg Infrastructure Fund. The commitment expired on March 31, 2015. The City put forward a request to the Province in March requesting the deadline be extended to claim the remaining commitment of \$1.8 million.

FINANCIAL ANALYSIS

Project Component	Budget	Value/Cost Estimate	Variance Budget to Contract Value/Cost Estimate	Change in Variance from Last Report
Professional Services	\$1,200,000	\$1,238,195	(\$38,195)	-
External Contracts	14,680,000	14,680,000	-	-
Other Equipment	860,000	860,000	-	-
Overhead and Others	1,000,000	961,805	38,195	-
	\$17,740,000	\$17,740,000	-	-

Summary

Contracts Issued to Date
14,032,169

\$

Total Change Orders (Garival)
\$338,222

Other Project Costs
(Provincial Retail Sales Tax, Overheads, Salaries, Communication
and Other Contingencies):

\$

3,369,609

Total Approved Budget:

17,740,000

\$

To the end of the previous reporting period, eighteen change orders with Garival were implemented at a total net cost, before taxes, of \$338,222.40. On February 2, 2015, the Chief Financial Officer approved a sole source request to Garival for an additional 20 fareboxes at a total cost of \$352,300 to accommodate the expansion of the bus fleet and provide sufficient spare fareboxes for preventive maintenance and repair work. This amount will not be charged to the project as it relates to an expansion in the bus fleet and not a change to this project.

Budget revisions will be accommodated in the External Contracts portion of the project.

Professional Services include the following:

1. Technical engineering consultation on the design and testing of the fare collection system;
2. External auditing of systems and procedures necessary to secure revenue; and
3. Marketing to effectively communicate the changes to the public.

Other equipment includes the following:

1. Infrastructure changes and equipment in Transit garage buildings and treasury to allow secure revenue servicing and coin handling;

2. The communications hardware required for the new fareboxes to exchange route and bus stop information with the bus radio system and use the wifi system within Transit buildings to communicate with data servers to upload revenue collection information from the bus and download fare structure and smart card update information to the farebox on a daily basis.

The project cash flow is included in Appendix 1.

FINANCIAL IMPACT

Financial Impact Statement

Date: **May 27, 2015**

Project Name:

Automatic Fare Collection System

First Year of Program

2012

Comments:

There is no financial impact as this report is for information only.

original signed by:

Tanis Yanchishyn, CA

Manager of Finance and Administration

CONSULTATION

In preparing this report there was consultation with:

None

SUBMITTED BY

Department:	Transit
Division:	Plant and Equipment
Prepared by:	Tony Dreolini, Manager of Plant & Equipment
Date:	May 27, 2015
File No.	925-2010

Appendix I

**AUTOMATIC FARE COLLECTION SYSTEM
TRANSIT DEPARTMENT
As of March 31, 2015**

Project Component	Capital Budget			Capital Expenditure Forecast				Surplus (Deficit) From Revised Budget	Variance Last Report	Change in Variance
	Council Approved Changes July 20,2011			Actual Costs		Total				
	Original	Note 2	Revised	To Mar 31 2015	2015	2016	Forecast			
A PROFESSIONAL SERVICES Note 1	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 800,251	\$ 437,944	\$ -	\$ 1,238,195	(38,195)	(38,195)	-
B EXTERNAL CONTRACTS	12,180,000	2,500,000	14,680,000	8,668,451	6,011,549	-	\$ 14,680,000	-	-	-
C OTHER EQUIPMENT	860,000	-	860,000	731,101	128,899	-	\$ 860,000	-	-	-
D OVERHEADS AND OTHER	1,000,000	-	1,000,000	590,094	371,711	-	\$ 961,805	38,195	38,195	-
	\$ 15,240,000	\$ 2,500,000	\$ 17,740,000	\$ 10,789,897	\$ 6,950,103	\$ -	\$ 17,740,000	-	\$ -	\$ -

Explanatory Notes

- 1-Professional Services includes amounts for a communication/advertising campaign.
- 2-Prevailing market conditions increased expected costs.