



Agenda No: 10.2

Mtg. Date: MAR.23/15

Regional Board Report

TO: Regional Board
FROM: Brian Reardon
Chief Administrative Officer
DATE: March 17, 2015
SUBJECT: Transit Fares Changes

Purpose: To seek Board approval to increase Transit fares in accordance with Appendix 3 attached to this report.

Executive Summary:

The Regional District is a municipal partner in the Kelowna Regional Transit System and operates a small conventional service in the Ellison Area of Central Okanagan East that is limited to 2 trips per day, Monday to Saturday. This service is a small part of a much larger Tier 1 Transit System that is administered through the City of Kelowna.

One of the responsibilities we have as a municipal partner in the Kelowna Regional Transit System is participating in the development of, and where in agreement, approving changes to fares. The need to increase transit fares was presented to the STPCO CAO Committee who supports the proposed increases as outlined in Appendix 3 attached to this report. These fare changes do three things:

1. Standardizes the payment and collection of cash fares and encourages the use of discounted monthly passes and ticket packages;
2. Supports the Board approved principle of achieving a 30% cost recovery for transit services;
3. Allows for continued capital investment and service improvements in the system.

The last fare increase was in 2012 and there have been significant improvements to transit service and the supporting infrastructure since that time. The general fare increases will go into effect September 1, 2015 to coordinate with transit service changes for the fall and winter. The increase for UBCO (UPass) is subject to a student referendum and if it is approved, will take effect September 1, 2016.

RECOMMENDATION:

THAT the Board approve a fare change, as detailed in Appendix 3 attached to this report with an effective date of September 1st, 2015 and subject to student referendum approval, a UPASS increase effective September 1st, 2016.

Respectfully Submitted:

Atts: City of Kelowna Transit Report
Memorandum from Ron Westlake dated February 27th, 2015

APPENDIX 3

Recommended Fare Rate Changes

	<i>Proposed Fares</i>	<i>Current Fares</i>
Cash Fares		
Adult / College Students	\$2.50	\$2.25
Seniors & Students (to gr 12)	\$2.50	\$2.00
Child (under 5)	Free	Free
Tickets - Sheet of 10		
Adult / College Students	\$22.50	\$20.25
Seniors & Students (to gr 12)	\$20.25	\$18.00
Day Pass		
Adult	\$6.50	\$6.00
Seniors & Students	\$6.50	\$5.50
Monthly Pass		
Adult	\$70.00	\$60.00
Senior	\$45.00	\$42.00
College*	\$55.00	\$48.00
Student	\$45.00	\$38.00
Semester Pass*	\$176.00	\$154.00
Family Max. for Student Passes	\$112.50	\$95.00
Upass (September 2016)	\$70.00	\$60.00

*Fully registered College Students

Kelowna HandyDART System

	<i>Proposed Fares</i>	<i>Current Fares</i>
Cash Fares	\$2.50	\$2.25
Monthly Pass	\$75.00	\$67.00

Memo



Date: February 27, 2015
To: Chief Financial Officers
From: Ron Westlake, Regional Services Director
Subject: Transit Fare changes proposed for Kelowna Regional Transit (KRT)

PURPOSE:

To provide background information for the presentation of the Transit Fare rates report to the Kelowna Regional Transit partner Councils and to respond to public and media inquiries.

KEY POINTS:

In response to queries, staff and elected officials may wish to use the following key points:

Fare Changes

- These fare changes do three things:
 - Standardize the payment and collection of cash fares and encourage the use of discounted monthly passes and tickets. packages
 - Support the principle of 30% cost recovery providing a balance between what transit riders pay and the amount supported by taxpayers to benefit the whole community.
 - Allow for continued capital investment and service improvements in the system.
- The last fare increase was in 2012 and there have been significant improvements to transit service and the supporting infrastructure since that time:
 - New stops and transit exchanges including West Kelowna, Queensway (under construction now) and Okanagan College.
 - New transit exchanges at the Mission Recreation Centre, Rutland Centre, as well as the replacement of shelters at Orchard Park.
 - Additional hours, new routes and service improvements such as Lake Country Community Bus Route, increased service for Rapid Bus from West Kelowna to UBCO, as well as new service on Gordon Drive and additional direct routing to Kelowna General Hospital.
 - Introduction of new transit service to Quail Ridge, as well as late night weekend service from downtown to UBCO.
- The general fare increases will go into effect September 1, 2015 to coordinate with transit service changes for the fall and winter.
 - The increase for UBCO (UPass) is subject to student referendum and if it is approved, will take effect September 1, 2016.
- Cash rates for seniors and students are increasing slightly more than for adults to accommodate the switch to a standardized cash fare. However, seniors and students have lower reliance on cash fares than adult users as they typically purchase the BC Bus pass, monthly student or seniors' passes or participate in the UBCO UPass (only 7% of students and senior riders use cash as payment).

- As a side note, monthly passes are even tax deductible
- Discounted corporate transit passes (ProPasses) are also available through payroll deduction programs.

Recovery Rate

- The municipal partners within Kelowna Regional Transit have agreed to a 30% cost recovery rate as a target for the system - this provides a balance between what transit riders pay and the amount supported by taxpayers to benefit the whole community
- A 30 % recovery rate was approved by Council in the last fare review completed in 2011. It is an industry standard and is the average recovery of all the larger transit systems in BC.
- The proposed fare rate increase will get Kelowna Regional Transit to 27% recovery. Another fare review will be required in 2016, likely resulting in another proposed increase in 2017 to get closer to the agreed upon 30% recovery rate.

Service Details

- Kelowna Regional Transit has the highest number of service hours of all BC Transit systems outside Victoria - considerably larger than the rest of the Okanagan systems. However, the cost recovery level for the Kelowna Regional System has fallen below the average of all other larger BC Transit systems.
- Those systems offering higher service levels, like Kelowna Regional Transit, must increase fares to pay for added services/routes and transit improvements. While the recommended fares will initially be closer to Victoria's rates, other municipalities are in the process of increasing their fares too.
- When you examine transit service offerings and compare them to using an automobile, transit services are significantly less expensive. As an example, KRT monthly passes represent significant savings over just the monthly insurance and fuel costs of owning and operating a vehicle - not even taking into account parking costs.

*Note: Translink in Vancouver is not considered a BC Transit system and therefore is not included in comparisons.

QUESTIONS AND ANSWERS

Project General

1. *Why the increase and why now?*

Across the region, the municipal partners have agreed upon a 30% cost recovery rate for transit service through fare collection. There has not been a fare increase since 2012 and we are falling below the agreed upon 30% recovery rate.

A fare increase at this time accomplishes 3 goals:

- It simplifies and standardizes the payment and collection of cash fares and at the same time encourages the use of monthly passes and ticket packages for those looking for discounted fares.
- Supports the principle of 30% cost recovery providing a balance between what transit riders pay and the amount supported by taxpayers to benefit the whole community.
- Allows for continued capital investment and service improvement in the system.

2. *What benefits do residents get from these transit fare changes?*

Residents in the region continue to benefit from having the highest number of service hours of all BC transit systems outside of Victoria. The fare increase allows for continued capital investment and service improvements in the system.

3. *Why is transit important in our region?*

Transit is a more efficient use of our roadways than single occupant vehicles, which can defer the cost of building expensive new infrastructure. The region also benefits from improved air quality and decreased parking pressures when residents move from single occupant vehicles to transit or other active transportation options. Transit also fulfills a valuable social need serving those with limited transportation options due to age, economic status or disability.

4. *Gas prices have fallen to some degree, so why are bus fares rising?*

The system was reviewed and an \$80,000 fuel budget reduction for 2015 has been used in the calculations. Since the total annual operating cost of the service is about \$16,000,000, fuel only accounts for 0.5% (half of one percent).

Additionally, within the regional fleet, about 100 buses are powered by diesel/bio diesel which has not seen the dramatic fuel decrease that regular gas has. BC Transit also negotiates longer term contracts with diesel suppliers to try and keep some consistent pricing.

5. *What if all the Local Governments within the KRT partnership don't agree to this increase?*

Full agreement is expected because the partners work together on planning year round. However, if support for a fare increase is not unanimous, a major transit review will be triggered.

Report to Council



Date: Date
File: 1405-01
To: City Manager
From: Director, Financial Services
Subject: Transit Fare Changes

Recommendation:

THAT Council supports a fare change, as detailed in Appendix 3 attached to the Report of the Director, Financial Services dated March 9, 2015, for Conventional and Custom Transit effective September 1, 2015 and a UPASS increase effective September 1, 2016;

AND THAT the 2015 Financial Plan be amended to include the projected increase in revenue for September to December 2015.

Purpose:

To obtain Council support for Transit Fare changes effective September 1, 2015 in order to phase in the goal of achieving a 30% cost recovery for transit service in the City of Kelowna.

Background:

Transit Structure

The Kelowna Regional Transit system is the largest Tier 1 system (those with service area populations over 50,000) within the Municipal Systems program in BC. Service hours are the basis of cost allocation and currently the Kelowna Regional Transit system annually provides:

- 154,000 service hours of Conventional bus service,
- 30,000 service hours of Community bus service (smaller buses that serve the outlying areas), and
- 36,000 service hours of Custom bus service (HandyDART buses).

The Kelowna Regional Transit system is comprised of three main groups:

1. Municipal

The Municipal component includes the City of Kelowna and five other local government partners:

- District of Peachland
- District of West Kelowna
- Westbank First Nation
- District of Lake Country
- Regional District of Central Okanagan

As detailed in the Master Operating Agreement, some of the partners' main responsibilities include:

- Participating in the development of, and where in agreement, approving plans and amendments to the Kelowna Regional Transit System within their jurisdiction
- Infrastructure and strategic planning
- Establishing necessary traffic control bylaws and transit priority measures on their streets. This includes:
 - Supply and maintenance of bus stop/shelter amenities
 - Signage
- Fare rates and management
- Paying Authority for transit costs
- Supporting the sustainability of the Kelowna Regional Transit System

On behalf of the local government partners, the City of Kelowna is specifically responsible for administration of:

- Revenue and Cost Analysis
- Revenue Reporting
- Inventory distribution to outlets (i.e. Bus passes, tickets, etc)
- Revenue/Cost sharing structure

2. Authority

The Authority is BC Transit. As detailed in the Master Operating Agreement, some of their main responsibilities include:

- Managing the Operator's overall delivery of transit services
- Developing policies and procedures for the delivery of the transit services
- Service planning, preparing and implementing the transit services
- Paying the Transit Operator for costs incurred
- Determining need and providing vehicles and equipment to Operator
- Providing reporting to the Municipality on actual and budgeted costs as well as performance summaries on a monthly and annual basis

3. Operator

The Operator is FirstCanada ULC (an independent contractor to the Authority). As detailed in the Master Operating Agreement, some of their responsibilities include:

- Managing and operating the transit service
- Providing financial reporting to Authority

- Audited financial statements
- Detailed cost reports

Transit Costs and Allocation

Costs are controlled and reported by BC Transit. These include:

- Operating costs
- Payments on capital as operating lease fees
- Administration for both groups; BC Transit and Municipal
 - the City of Kelowna retains 100% of the Municipal portion as we are the administrator on behalf of all the partners

Total costs are shared between BC Transit and the Municipalities. The municipal share of total costs is allocated to each Local Government partner based on the hours of scheduled service within their jurisdiction. The rates which BC Transit and the municipalities share the costs are part of the British Columbia Transit Act - British Columbia Transit Regulation.

The cost split for Conventional and Community transit is:

- BC Transit - 46.69%
- Municipalities - 53.31%

The cost split for Custom transit is:

- BC Transit - 66.69%
- Municipalities - 33.31%

Due to the nature of the service and increased social responsibility, BC Transit shares more of the cost for Custom transit.

Revenue Sources and Sharing

Revenue Sources:

There are five main revenue sources generated from transit:

1. Bus passes and tickets
 - These can be purchased by customers at City Hall or at one of the 29 outlets located throughout the region.
2. UPASS
 - In September 2007, a Universal Bus Pass (UPASS) was implemented at UBCO based on approval through a student referendum. The UPASS is structured as a student fee, which all full-time students pay and is currently set at \$60 per semester. The University of BC Okanagan subsidizes the UPASS by 10% or \$6, so the net cost to a student is \$54 per semester. Issuance and administration of the UPASS program is done by the UBCO Students Society for which they receive \$3 per pass. After this deduction, the net proceeds to Kelowna Regional Transit is \$57 per student, per semester.
3. Bus Fares (cash)

4. Advertising revenue - Third party contracts

- On bus advertising (wraps) - Shared with local government partners
- Shelters and benches
 - Each local government partner can have their own contract for the shelters and benches within their jurisdiction and thus receives 100% of the resulting revenue.
 - The City of Kelowna uses this revenue for shelter and bench infrastructure needs

5. BC Bus Pass Program

- The BC Bus Pass Program is offered by the Province. This is a reduced cost (\$45/year), annual bus pass for low income seniors and individuals receiving disability assistance from the Province of BC.
 - Available to BC residents who receive:
 - Federal Guaranteed Income Supplement with the OAS or spousal allowance (60 years or older)
 - Disability allowance under BC benefits (18 - 64 years of age)
- BC Transit pays the City of Kelowna on a monthly basis for revenue received by the province. This is then shared among the local government partners.

Revenue Sharing:

Transit revenue only offsets the Municipal partner share of costs. All revenue is received by the City of Kelowna and then distributed to the local government partners based on an agreed upon split.

The current agreement has 75% of the Conventional and Community transit revenue allocated based on ridership and 25% allocated based on the cost allocation per partner (hours of scheduled service within their jurisdiction).

- Ridership is derived from passenger count data that is gathered by BC Transit on each route. The percentage of total rides within each municipal jurisdiction drives a ridership percentage for each partner. Having ridership as the main factor of revenue sharing is an important motivator for all partners to increase ridership and route efficiency within their jurisdiction.
- The purpose of having a portion of the revenue split based on cost allocation (hours of scheduled service within each jurisdiction) was to support local government partners that are not as densely populated and have limited ability to increase ridership.

The current Revenue and Cost split percentages are illustrated in Appendix 1 of this report.

Cost Recovery:

Cost Recovery Goal:

Monitoring cost recovery is an integral part of managing the Kelowna Regional Transit system. The recovery level average of all Tier 1 Systems has been approximately 30%. This has been seen as a minimum recovery to provide the balance between what the transit user pays and what amount of subsidy all taxpayers provide to support the transit service. In July 2011, Council supported a minimum recovery goal of 30% for Conventional Transit and 10% for Custom Transit.

Annual Comparison

Appendix 2 illustrates the annual comparison of actual transit revenues and costs for the past five years as well as projected transit revenues and costs for 2015 with and without a fare increase.

Since the last fare increase in January 2012 revenue dollars have leveled out but there have been significant changes made that have increased costs within the Kelowna Regional Transit System such as:

- Increased operating costs related to significant capital investments in:
 - New stops and exchanges for Bus Rapid Transit (97 Okanagan route)
 - The Queensway transit exchange
 - The Okanagan College Transit exchange
 - The Rutland Centre transit exchange
- New transit service including:
 - Gordon Drive and direct service to the Mission Recreation Centre
 - Lake Country Community bus route
 - Increased frequency for Bus Rapid Transit (97 Okanagan route)
- Improved service on many routes to increase service reliability
- Operational cost increases for the transit service:
 - Hourly costs to operate
 - Fuel
 - Vehicle and property maintenance
 - Information technology

BC Transit projects service hours to increase 11,000 hrs and related costs to increase approximately 13% in 2015/16. Strategies to increase route efficiency have not been sufficient to compensate for the projected increase in costs. To mitigate the size of future fare increases routes are periodically reviewed to find efficiency opportunities such as:

- The use of smaller Community Buses on the feeder routes
- Reviewing ridership and cost of routes
- Implementing strategies for increasing ridership
- Prepayment of bus leases through gas tax funding

Conventional and Community bus routes within the City of Kelowna are averaging a 28% cost recovery rate. The rest of the partners' average a 21% cost recovery rate. For the overall transit service the budgeted cost recovery for 2014/15 is 27%. With anticipated 2015 cost impacts projected by BC Transit and 1% ridership growth taken into consideration, the recovery level will drop to 24%. The recommended fare change will bring the recovery level up to 27%. This remains below the recovery target of 30%. Another review will be required in 2016, likely resulting in another proposed increase for 2017.

The budgeted cost recovery for Custom transit is 8.8% for 2014/15. The recommended increase will bring the recovery level up to 9.4%. This remains below the recovery target of

10%. Another review will be required in 2016, likely resulting in another proposed increase for 2017.

Fare Rate Change:

The last change to transit fares was implemented January 1, 2012. At that time the conventional cash fares were increased by \$0.25 and monthly passes had a \$4 to \$7 increase. The Custom fare was increased by \$0.25 and the monthly pass by \$7.00. This was an overall increase of 12%.

In the fall of 2014, fare rate change options were discussed with all municipal transit partners' Chief Financial Officers and Chief Administrative Officers. A 29% overall fare increase would realize the target cost recovery of 30%. It was the partners' consensus that an overall fare increase of 16% would be more appropriate to help mitigate the loss of customer base due to the impact of increased costs to our customers and that another review be undertaken in 2016.

The recommended fare changes are illustrated in Appendix 3 of this report. They are designed to increase recovery as well as standardize some of the fare product in order to reduce the number of fare products and to follow industry fare-setting practices more closely. The current recommendation is to:

1. Increase Cash Fares to a standardized rate of \$2.50 for all riders. This means:
 - a. an increase in Adult/College cash fares of \$0.25
 - b. an increase in Senior and Student cash fares of \$0.50
 - c. Children under 5 still ride for free
2. Increase Ticket booklet prices by approximately 12% or \$2.25. Seniors and students still receive a discounted rate.
3. Increase Day Passes to a standardized rate of \$6.50 for all riders. This means:
 - a. an increase in Adult Day Passes of \$0.50
 - b. an increase in Senior and Student Day Passes of \$1.00
4. Increase Monthly passes by an average of 15% which includes standardizing the Senior and Student pass to \$45 for both groups.
5. Increase UPASS by 17% or \$10.00. The proposed new rate for the UPASS would be \$70 per semester with \$67 of that coming to the regional transit service.

Any increase to the UPASS Fee can only occur on September 1st in any year. A UPASS rate increase must be approved both by a referendum of UBCO students and by the UBCO Board of Governors. Notice of a proposed rate increase must be given before August 15th in the calendar year prior to the year that the proposed increase in the UPASS Fee is to come into effect. In other words, UBCO and the students union (SUUBCO) must receive a minimum of twelve months and 2 weeks written notice of any proposed increase to the U-Pass Fee, allowing them time to conduct a student referendum. Accordingly, a notice given to UBCO and SUUBCO August 15, 2015 would not result in an increase in the UPASS rate until September 1, 2016, subject to a successful student referendum result.

Research of other UPASS programs in BC, outside the Lower Mainland Translink area, reveals that the semester UPASS rate is typically very close to the cost of a single month adult pass. The current UPASS rate is structured to match the Kelowna Regional Transit Adult single month pass rate. A request will be made to link future UPASS rates to the Adult single month pass rate and amend the UPASS agreement so that student referendums would not have to be held in the future when system wide fare increases are implemented.

6. Increase Custom Transit (HandyDART service) fare products by approximately 12%.

Tier 1 System Comparisons:

The current transit fares for the Tier 1 systems, Okanagan Valley municipalities and Victoria as well as a comparison across various other Canadian municipalities are included as Appendix 4 to the report. The Kelowna Regional Transit conventional service fares are currently less than the average for these Tier 1 systems. The higher the service hours, generally the higher the fare prices due to a greater level of service. The larger Tier 1 systems have raised their rates over the last couple of years. The Kelowna Regional system rates have remained unchanged since January, 2012.

Appendix 5 has the 2013/14 Conventional Transit Performance Summary for the Tier 1 systems. These performance summaries from BC Transit on Tier 1 Systems show recoveries to average just under 30%. Once recovery levels fall below the 30% minimum recovery goal, a fare increase or expenditure reduction should be considered.

Internal Circulation:

Deputy City Manager
Director, Regional Services
Regional Programs Manager
Regional Planning Manager
Director of Real Estate

Legal/Statutory Authority:

The local municipalities are responsible for the setting of transit fares.

Financial/Budgetary Considerations:

The proposed conventional transit fare increase will generate approximately \$738,557 in additional annual revenues and will result in a recovery increase to 27%. A further fare review in 2016 as well as a route review to reduce or re-allocate service hours may be required to reach the objective of a 30% recovery level.

External Agency/Public Comments:

The external agencies consulted for this report were BC Transit, District of Peachland, District of West Kelowna, Westbank First Nation, District of Lake Country, and Regional District of Central Okanagan.

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

Community & Media Relations Comments:

Alternate Recommendation:

Submitted by:

G. Davidson, Director, Financial Services

Approved for inclusion:



Rob Mayne, *Div. Director, Corporate and Protective Services*

APPENDIX 1

Revenue and Cost Split Percentages

<u>Revenue and Cost Splits Effective September 2014</u>						
	City of Kelowna	RDCO	District of Lake Country	District of West Kelowna	Westbank First Nation	Peachland
<u>Conventional and Community Transit</u>						
Revenue Share	81.35%	0.03%	3.76%	10.20%	3.50%	1.16%
<u>Conventional Transit</u>						
Cost Share	83.55%	0.09%	4.89%	8.68%	2.79%	
<u>Community Transit</u>						
Cost Share	37.63%		6.71%	36.47%	13.66%	5.53%
<u>Custom Transit (Same Rate)</u>						
Revenue Share	73.70%		6.48%	16.07%	3.75%	
Cost Share	73.70%		6.48%	16.07%	3.75%	

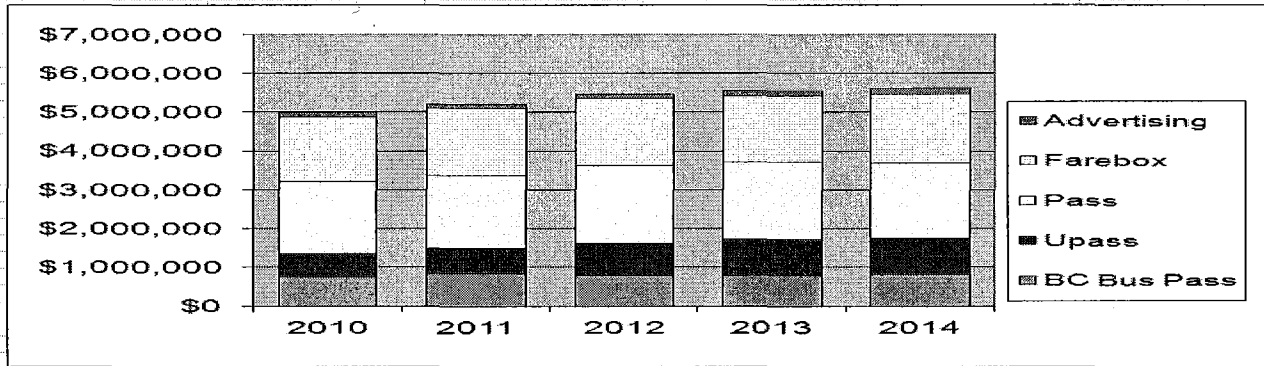
APPENDIX 2

Annual Comparison of Transit Revenues and Costs

KELOWNA REGIONAL TRANSIT SYSTEM

Annual Comparison of Transit Revenue and Costs

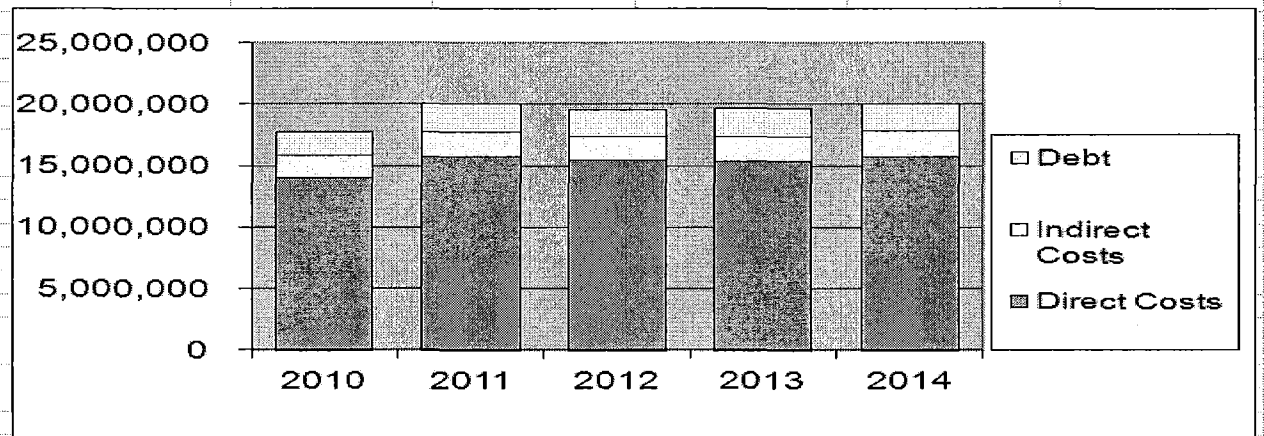
Conventional & Community Transit - Revenue



	2010	2011	2012	2013	2014
BC Bus Pass	747,027	819,938	782,838	793,831	799,908
Upass	589,850	663,734	813,796	927,841	936,731
Pass	1,860,079	1,876,993	2,009,193	1,984,321	1,951,844
Farebox	1,681,385	1,724,878	1,730,694	1,694,906	1,768,441
Advertising	99,000	102,000	123,735	143,648	142,429
Total	\$4,977,341	\$5,187,543	\$5,460,256	\$5,544,547	\$5,599,353

Percentage Change		4.2%	5.3%	1.5%	1.0%
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Expenditures



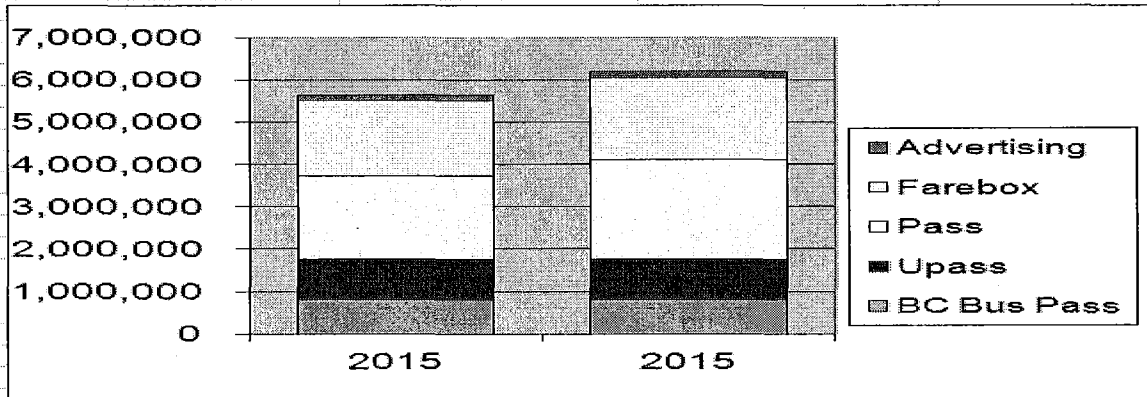
	2010	2011	2012	2013	2014
Total Costs	17,743,926	20,052,241	19,588,793	19,678,873	20,024,368
Percentage Change		13.0%	-2.3%	0.5%	1.8%
Service Hours	176,318	179,519	176,007	175,875	176,489
Cost per Hour	\$ 100.64	\$ 111.70	\$ 111.30	\$ 111.89	\$ 113.46
Recovery %	28.1%	25.9%	27.9%	28.2%	27.0%

Projected Recoveries With and Without Fare Increases

KELOWNA REGIONAL TRANSIT SYSTEM

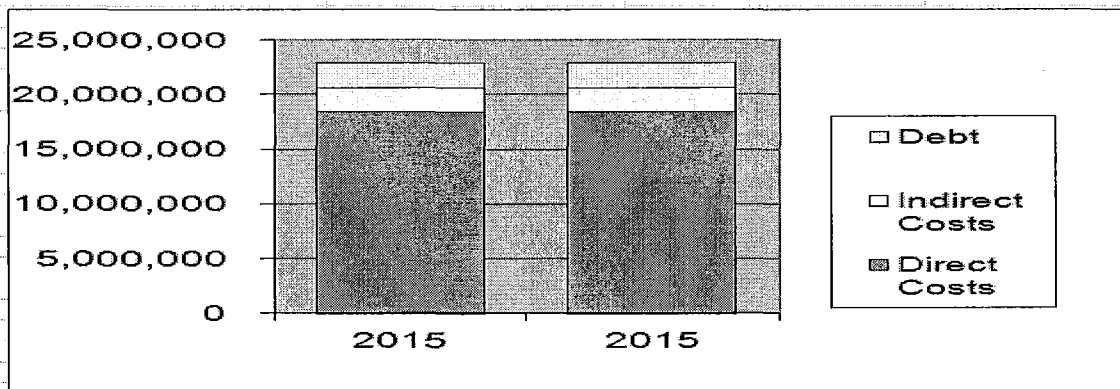
Conventional Transit

Revenues



	Projected Revenue without a Fare Increase 2015	Projected Revenue with a Fare Increase 2015
BC Bus Pass	807,907	807,907
Upass	946,098	946,098
Pass	1,961,901	2,340,008
Farebox	1,786,125	1,955,660
Advertising	142,429	142,429
Total	5,644,462	6,192,103
Percentage Change	1.0%	10.4%

Expenditures



	2015	2015
Direct Costs	18,461,788	18,461,788
Indirect Costs	2,147,643	2,147,643
Debt	2,351,307	2,351,307
Total Costs	22,960,738	22,960,738
Service Hours	187,810	187,810
Cost per Hour	\$ 122.26	\$ 122.26
	Projected Recovery without a Fare Increase	Projected Recovery with a Fare Increase
Recovery %	24%	27%

APPENDIX 3

Recommended Fare Rate Changes

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*Fully registered College Students

Kelowna HandyDART System

	<i>Proposed Fares</i>	<i>Current Fares</i>
Cash Fares	\$2.50	\$2.25
Monthly Pass	\$75.00	\$67.00

APPENDIX 4

Current Transit Fares for the Tier 1 systems in the Okanagan Valley Municipalities and Victoria

BC Municipal Systems Program, Conventional Transit 2014 Fare Structures										
Tier 1 Systems & Okanagan Valley										
	CASH FARE			MONTHLY PASSES						Last Chg
	Adult	Senior	Student	Adult	Senior	Student	College	Semester	Upass	
Central Fraser Valley	2.25	1.75	1.75	52.00	38.00	35.00	38.00	150.00	40.00	Jan. 13
Kamloops	2.25	1.75	1.75	53.00	34.00	34.00	43.00		51.04	Apr. 11
Kelowna Regional *	2.25	2.00	2.00	60.00	42.00	38.00	48.00	154.00	57.00	Jan. 12
Nanaimo Regional	2.50	2.25	2.25	67.50	41.00	41.00	55.00	176.00		Mar. 12
Prince George	2.50	2.00	2.00	57.50	48.00	48.00		125.00	54.00	Jan. 14
Whistler	2.50	2.50	2.50	65.00	52.00	52.00				Dec. 13
Average	2.38	2.04	2.04	59.17	42.50	41.33	46.00	151.25	50.51	
KRS Variance from Avg.	(0.13)	(0.04)	(0.04)	0.83	(0.50)	(3.33)	2.00	2.75	6.49	
Victoria	2.50	2.50	2.50	85.00	45.00	45.00	77.00		85.00	Apr. 13
Penticton	2.00	1.75	1.75	45.00	32.00	27.00	38.00	120.00		Jun. 09
Vernon	2.00	1.75	1.75	50.00	35.00	35.00		100.00		Aug. 08

**Current Transit Fares for the Conventional Transit systems in
Various Canadian Municipalities**

Conventional Transit Systems 2014 Fare Structures								
Municipal Systems Program, Conventional Transit								
Various Canadian Municipalities								
	CASH FARE			MONTHLY PASSES				
	Adult	Senior	Youth	Adult	Senior	Youth	College	Semester
Barrie	3.00	2.60	3.00	82.40	54.00	35.50	63.85	247.00
Burlington	3.25	3.25	1.90	95.00	58.50	69.00	95.00	
Guelph	3.00	3.00	3.00	75.00	62.00	64.00		
Kingston	2.75	2.50	2.50	72.00	53.50	53.50		
Lethbridge	3.00	3.00	3.00	77.00	28.00	62.00		289.00
Oakville	3.50	3.50	3.50	105.00	50.00	70.00		
Red Deer	2.45	2.15	2.15	66.00	58.00	58.00		
Regina	2.75	2.75	2.25	75.00	20.00	55.00	65.00	
Sherbrooke	3.25	3.25	3.25	69.50	53.50	53.50		
St. Catherines	3.00	3.00	3.00	92.00	57.00	62.00		290.00
St. John's	2.75	2.50	2.50	70.00	50.00	60.00		245.00
Sudbury	2.90	2.15	2.15	80.00	48.00	48.00	74.00	
Thunder Bay	2.65	2.65	2.65	74.00	53.00	53.00	74.00	
Windsor	2.75	2.75	2.75	87.00	44.00	60.00	60.00	
Average	2.93	2.79	2.69	79.99	49.25	57.39	71.98	267.75
KRS Variance from Avg.	(\$0.68)	(\$0.79)	(\$0.69)	(\$19.99)	(\$7.25)	(\$19.39)	(\$23.98)	(\$113.75)
Kelowna Regional *	2.25	2.00	2.00	60.00	42.00	38.00	48.00	154.00

APPENDIX 5

2013/14 Conventional Transit Performance Summary for the Tier 1 systems

Municipal Systems Program, Conventional Transit					
2013/14 Information and Performance Summary					
Tier 1 Systems - Year End Actuals					
	Service Hours	Revenue Passengers	Total Revenue	Total Cost	Cost Recovery
Central Fraser Valley	108,617	2,399,916	2,930,046	11,026,736	26.6%
Kamloops	106,192	3,421,960	3,744,440	12,756,840	29.4%
Kelowna Regional	175,098	4,767,346	5,463,284	19,882,360	27.5%
Nanaimo Regional	113,892	2,731,126	4,222,727	11,919,053	35.4%
Prince George	65,138	2,032,972	2,131,711	6,875,563	31.0%
Whistler	59,619	2,368,692	2,606,884	9,620,554	27.1%
Average	104,759	2,953,669	3,516,515	12,013,518	29.5%
	Cost per Service Hour	Revenue per Passenger	Population Served	Buses in Service	
Central Fraser Valley	\$ 101.52	\$ 1.22	149,748	47	
Kamloops	\$ 120.13	\$ 1.09	74,691	46	
Kelowna Regional	\$ 113.55	\$ 1.15	135,898	76	
Nanaimo Regional	\$ 104.65	\$ 1.55	98,794	46	
Prince George	\$ 105.55	\$ 1.05	57,745	28	
Whistler	\$ 161.37	\$ 1.10	9,503	25	
Average	\$ 117.80	\$ 1.19	87,730	45	