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**TO:** GENERAL COMMITTEE

**SUBJECT:** PHASE I - TRANSIT BUSINESS PLAN – FARE STRATEGY

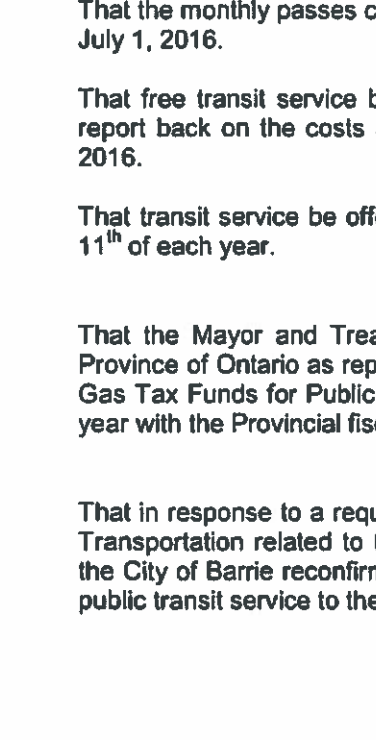
**WARD:** ALL

**PREPARED BY AND KEY CONTACTS:** B. FORSYTH, SUPERVISOR OF TRANSIT BUSINESS SERVICES  
D. BURTON, MANAGER OF TRANSIT

**SUBMITTED BY:** K. BRADLEY, B.A., MLA, DIRECTOR OF FACILITIES & TRANSIT

**GENERAL MANAGER APPROVAL:** R. J. FORWARD, MBA, M.Sc., P. Eng.,  
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH  
MANAGEMENT

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** C. LADD, CHIEF ADMINISTRATIVE OFFICER



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**RECOMMENDED MOTION**

1. That Schedule O – Transit Department of the 2015 Fees By-law be deleted and replaced with Schedule O – Transit Department fees, attached as Appendix C, to Staff Report FCT008-15, effective March 1, 2016.
2. That staff investigate the costs and benefits of joining the GO Transit Co-fare Program and report back to General Committee for approval to enter into an agreement.
3. That a temporary exemption on the \$5 smart card fee is approved from 30 days before and 30 days after the smart card implementation date.
4. That the monthly passes convert from a calendar month to a twenty-eight day pass beginning July 1, 2016.
5. That free transit service be provided on New Year's Eve from 5pm to 3am, and that staff report back on the costs and success of the program prior to offering the same service in 2016.
6. That transit service be offered free to Veterans and Active Service Personnel on November 11<sup>th</sup> of each year.
7. That the Mayor and Treasurer be authorized to execute a Letter of Agreement with the Province of Ontario as represented by the Ministry of Transportation related to the Dedicated Gas Tax Funds for Public Transportation Program to allow for the alignment of the program year with the Provincial fiscal year.
8. That in response to a request from the Province of Ontario as represented by the Ministry of Transportation related to the Dedicated Gas Tax Funds for Public Transportation Program, the City of Barrie reconfirm its commitment to continue to act as the host for the provision of public transit service to the Township of Essa.

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**PURPOSE & BACKGROUND**

9. This Report will be segregated in two parts. Part A of the Report focusses on Phase I of the Five Year Transit Business Plan. Part B focusses on legacy programs/fares that require Council endorsement and do not currently reside in the Fees By-law. Part C is to execute the Letter of Agreement for the 2015/16 Provincial Gas Tax.
10. The purpose of Part A of the Report is to implement Phase I of the Transit Business Plan which is to simplify the current fare structure resulting in less customer confusion and ultimately creating a more positive experience for the customers of Barrie Transit.
11. In 2014, Council directed staff to prepare a five year business plan for Barrie Transit. The plan includes the following actions:
  - a) Fare Strategy;
  - b) Marketing, Ridership Growth and Branding Strategy;
  - c) Transit Customer Service Strategy;
  - d) Financial Plan;
  - e) Provincial Gas Tax Funding and Reserve Strategy; and,
  - f) Fleet Asset Renewal Strategy.
12. In late 2014 Staff went to the market with a formal Request for Proposal with the MMM Group selected as the successful respondent.
13. It became clear in the early stages of this project that detailed ridership data would be instrumental to ensure an accurate and thorough analysis for the business plan development. With the installation of a new farebox and future passenger counter systems staff are confident that the detailed ridership data will help inform future decision making to enhance route planning and meeting customer demands. The new farebox system was installed in July 2015, and a sample report of the data captured in this system is in Appendix A.
14. In consultation with staff, the MMM Group has prepared recommendations in advance of the completion of the full Business Plan focusing on the fare structure. Phase II of the Business plan focus on the remaining elements of the Business Plan and provide recommendations on a more comprehensive fare strategy.
15. The purpose of Part B of this Rreport is intended to receive formal Council approval of other programs and associated fares that Barrie Transit has historically provided.

**ANALYSIS**

**PART A – Phase 1 of the Five Year Transit Business Plan**

16. When developing a fare structure and strategy it should be clearly aligned with the broader objectives of Barrie Transit, which is linked directly to Councils Strategic Priorities of Well Planned Transportation and Responsible Spending. The fare structure objectives for Barrie Transit are as follows:
- a) Encourage ridership;
  - b) Provide a good customer experience;
  - c) Reduce cash payment of fares;
  - d) Simplify and standardize the fare structure; and,
  - e) Maintain the current revenue cost ratio.
17. MMM Group received customer comments from Aug 2014 to Feb 2015, through surveying residents, as well as completed peer benchmarking to provide some of the recommendations that are being presented in this Staff Report.

**Clarify Fare Classes and Relative Discounts**

18. The current categories of Barrie Transit's fare structure are not clearly defined and lead to confusion, especially regarding the definitions of children, students and adults. For example:
- i) Cash fares for "Adults, students and children" are listed at \$3.00, while "Children (5 and under)" ride for free;
  - ii) Passes are listed for "Students with valid photo ID" separate from the "High School Power Pass" and the "Elementary School Children"; and,
  - iii) Ride card prices are listed for two categories: "Adult and Post-Secondary Students" and for "High School, Seniors & Children".
19. Furthermore, children and students are not treated consistently across all pass fare media. Children pay full cash fare but receive the same discount on monthly passes and ride cards as seniors. Students pay full cash fare and pay more than seniors for monthly passes but receive the same discount as seniors on ride cards.
20. Staff's recommendation is to clearly define the fare class and develop a standard discount level for the pass media types. Below is a table with those recommendations:

Fare Class	Discount
<b>Adults (19-64 years)</b>	No Discount
<b>Students (13-19 years)</b>	Discount on all pass media except cash fare; smaller discount on all fare media than seniors and children
<b>Seniors (65 years and older)</b>	Discount on all pass media except cash fare; larger discount than students, same discount as children
<b>Children (6-12 years)</b>	Discount on all pass media except cash fare; larger discount than students, same discount as seniors
<b>Pre-School Children (5 years and under)</b>	Free

21. The recommended fare structure and pricing adjustments are provided in the Table below, which includes an increase for the passes. The pass fare media increases are in the range of 4%, which have not had an increase since the fare freeze was imposed in 2013.

Fare Media	Fare Class	Current Pricing	Recommended Pricing
<b>Cash Fare</b>	Adults 19-64	\$3.00	\$3.00
	Students 13-18	\$3.00	\$3.00
	Children 6-12	\$3.00	\$3.00
	Seniors 65+	\$2.60	\$3.00
	Children, 5 years of age and under	\$0.00	\$0.00
<b>Ride Cards</b>	Adults 19-64	\$2.60/ride	\$2.60/ride
	Students 13-18	\$2.30/ride	\$2.30/ride
	Children 6-12	\$2.30/ride	\$2.10/ride
	Seniors 65+	\$2.30/ride	\$2.10/ride
<b>Monthly Passes</b>	Adults 19-64	\$82.40	\$86.00
	Students 13-18	\$63.85	\$66.00
	Children 6-12	\$54.00	\$56.00
	Seniors 65+	\$54.00	\$56.00
	Georgian College 4 month semester pass	\$247.00	\$255.00

22. The increase of \$0.40 in the senior cash fare is intended to decrease cash payment of fares and is a consistent practice within other Ontario municipalities. The increase in the senior cash fare is intended to be balanced by the recommended decrease in the senior ride cards. Staff are promoting the transition from cash fare to pass fare media as a means to encourage multiple rides as set out in our initial objectives.
23. The current structure of the Transit Fees By-law (Appendix B) separates BACTS from conventional transit service; however, the cash fare and pass fare media are the same prices regardless of the service being used. These services will no longer be segregated in the Fees By-law to simplify and reduce confusion to the customers. Based on the recommendations in this Staff Report, the proposed Transit Fees By-law is outlined in Appendix C.

### **Simplify Passes**

24. Transit passes improve the customer experience, by making it easier to pay fares; and, increase the affordability of using transit on a regular basis. Barrie Transit currently offers monthly passes for adults, students, children and seniors, as well as semester passes for Georgian College students.
25. In addition, Barrie Transit offers two special passes; the High School Power Pass (valid after 4pm on school days and on Saturday, Sunday and holidays during the school year) and the Elementary School Children pass (valid on school days between 7:30am and 5:00pm). Very few of these passes are sold and Barrie Transit riders have indicated that these two special passes do not meet their needs. Only 120 of these type of passes were sold in 2014; and, by comparison, 13,800 student monthly and 2,200 Senior/Child were sold.

26. In the interest of standardizing Barrie Transit's fare classes; and, to simplify the fare structure, it is recommended that Barrie Transit eliminates these two special passes as such as not included in the Fees By-law – Appendix C.

#### **Replace Family Ride Program with Family Day Pass**

27. The intent of Family Ride Programs are a standard offering in the transit industry as it makes it affordable for parents and guardians to travel by transit with their children. The current program allows up to three elementary school children to ride for free when accompanied by a paying adult or senior.
28. The current definition raises questions related to rationale and coherency. For example, three grade 8 children traveling alone would be required to pay \$9.00 in total, while three grade 8 children traveling with a senior citizen would only be required to pay \$2.60 in total.
29. Given these issues, it is recommended that Barrie Transit replace the Family Ride Program with a Family Day Pass as outlined in the Fees By-law – Appendix C. The recommended price is \$9.00; and, defined as valid for one adult, senior or student and up to three children age 6 to 12 years or two adults, seniors or students and up to two children age 6 to 12 years. The Family Day Pass achieves the same objective of making it affordable for parents and guardians to travel by transit with children.

#### **Individual Day Pass - Pilot Program**

30. Currently Barrie Transit does not offer individual day passes, but the consultant and staff believe it would be attractive to riders who use the service more than two times per day, but are not regular users throughout a month. A day pass provides unlimited travel throughout the City all day making it a great low-cost method of travel.
31. Staff's recommendation is to set the fare at \$7.50 (which has been added to Appendix C) and operate it as a pilot program. The day pass will be available for purchase directly from the fare box, or at the Downtown Terminal. It would be printed in a similar fashion to the new barcode transfer tickets; therefore the data will be available for staff to track the volume and success of this program.
32. The plan is to target the infrequent users of the transit system who plan to ride the bus multiple times within a given day. Staff's recommendation is to set the fare at 2.5 times the cash fare which appears to be the industry norm.
33. Staff will operate the pilot for a full year to analyse the success of the program; and, will report back to General Committee with a recommendation.

#### **Simplify Ride Cards**

34. Similar to transit passes, ride cards make fare payment easier and more affordable for the customer, which are intended to incentivize volume discounts by pre-paying for multiple rides.
35. Barrie Transit currently offers 2-Ride, 5-Ride, and 10-Ride Cards that reduce adult fares to \$2.60 per trip and that reduce high school students, seniors and children to \$2.30. The same fare discount is offered on all 3 ride cards. Below is a table that summarizes the ride cards purchased in 2014:

	Adult Ride Cards			Reduced Ride Cards		Total
	2 Ride	5 Ride	10 Ride	5 Ride	10 Ride	
Total Cards Purchased	22,910	14,898	21,855	1,314	5,626	66,603
Total Rides	45,820	74,490	218,550	6,570	56,260	401,690
% of Transactions	34%	22%	33%	2%	8%	100%
% of Rides	11%	19%	54%	2%	14%	100%

36. Given the significant transactional cost involved in the purchase and sale of ride cards, it is recommended that Barrie Transit eliminate the two ride card as shown in Appendix C. This also simplifies the fare structure for customers, reduces the number of trips made to purchase ride cards and encourages increased use of transit. The industry standard does not offer a two ride card as it is a means to circumvent the cash fare.
37. As the majority of transit riders utilize the system for their sole means of moving throughout the City, round trips would be the optimal solution, therefore staff are recommending the replacement of the five ride card with a six ride card as shown in Appendix C.

#### **GO Transit Fare Integration**

38. Barrie Transit's current policy of providing free rides to customers transferring to or from GO trains aims to incentivize travel by local and regional transit. However, Barrie Transit is unique in waiving all fares for GO Transit riders.
39. Go Transit offers a co-fare program whereby GO Transit reimburses local transit systems for 75% of the cash fare for riders travelling to and from the GO Train Station. Staff will investigate this program further.
40. Prior to having the data from the new farebox system, Barrie Transit did not have an accurate way of tracking these riders. However, with the new farebox system staff can track and report the riders who are taking advantage of this service, which puts Barrie Transit in a better position to be able to negotiate with GO Transit.
41. The recommendation from the MMM Group is to establish a \$0.50 top up to the co-fare for GO Transit. GO Transit will reimburse to a maximum 75% and the Transit provider can top up to no more than the full cost of a cash fare. Staff are recommending that the decision of this top-up co-fare be made at the time when reporting back to General Committee on the GO Transit co-fare program.

#### **Introduction of Smart Cards**

42. The introduction of Smart Cards provides the pass flexibility to make transit more convenient and attractive for users. Riders can purchase a twenty-eight (28) day pass that begin on any day of the month; this enables them to avoid paying for weeks when they will not be using transit. A 28-day pass works out to 13 equal passes during the year.
43. Smart Cards allow agencies to be more flexible with fares and offer increased value to customers. For example, they can enable dynamic pricing based on time of day to incentivize off-

peak period travel. They also enable transit agencies to work with other City services to create value added bundles that support broader City objectives and enhanced customer service.

44. As the production and printing of Smart Cards is costly, staff's recommendation is to charge \$5 for a new Smart Card as shown in Appendix C. The fee associated with the smart card will help to deter customers for simply disposing of their card at the end of each month and have another one printed.
45. As part of the implementation plan, staff are proposing that customers have up to 60 days to receive their Smart Card free of charge. Customers who convert their paper pass fare media to a Smart Card within 30 days, prior to the implementation date, will receive a free Smart Card. Staff are also proposing that customers who obtain their Smart Cards 30 days after the implementation date will receive their Smart Card at no charge. Staff anticipates this to be a one-time cost to the City of approximately \$10,000.
46. Staff will be working to convert all paper pass fare media to Smart Card media in 2016, with the plan for full conversion as of July 1, 2016. Staff from Barrie Transit will work with Access Barrie to develop a communication plan well in advance of the implementation date.
47. In summary, the recommendations presented, as part of the Phase I Transit Business Plan, can be directly linked back to Barrie Transit's objectives as illustrated in the table below:

	Encourage Ridership	Provide a Good Customer Experience	Reduce Cash Payments	Simplify and Standardize Structure	Maintain Revenue-Cost Ratio
<b>Clarify Fare Classes and Relative Discounts</b>				✓	✓
<b>Simplify Passes</b>		✓		✓	
<b>Replace the Family Ride Program with a Family Day Pass</b>	✓	✓		✓	
<b>Individual Day Pass</b>	✓	✓		✓	
<b>Simplify Ridecards</b>		✓		✓	
<b>Revisit GO Transit Fare Integration</b>					✓
<b>Introduction of Smart Cards</b>	✓	✓	✓		

#### **Georgian College U-PASS Update**

48. Over the past few months staff from the City of Barrie and Georgian College have been working together to discuss the potential implementation of a U-pass. If a U-Pass was approved by both Georgian College and Council, it would eliminate the need for the \$247.00 Georgian College semester pass.
49. A Georgian College U-Pass provides students with a low-cost transportation option. All Georgian college students would pay a fixed amount at the time they pay tuition which would provide them with a Barrie Transit bus pass for that school year.
50. The benefits of a U-Pass include:

- i) Lower cost travel for students;
- ii) Encourage students to make transit part of their lifestyle;
- iii) Reduce single occupancy vehicles and traffic congestion; and,
- iv) Help ensure more predictability in Transit revenue projections.

51. Peer benchmarking was undertaken in developing a pricing level for the U-Pass. Staff put forward a proposal of \$82.60 per semester which is equal to the cost of an adult monthly pass. The findings of that research is in the Table below:

	U-Pass Cost (per semester)	Adult Monthly Pass	% of U-PASS versus Adult Monthly Pass
Guelph University	\$108.50	\$75.00	145%
Laurentian University	\$92.50	\$82.00	113%
Brock University	\$97.73	\$92.00	106%
Georgian College	\$82.60	\$82.60	100%

52. Georgian College had recently conducted a referendum (November 2015) and the U-Pass was defeated 41% for to 59% against. Over 3,300 students voted and preliminary data indicates that the student body is a heavy commuter base at almost 85%.
53. Barrie Transit staff plan to continue discussions with Georgian College faculty on the opportunity of a U-Pass in a future year.

**PART B – House Cleaning of Legacy Programs**

54. There are a number of legacy programs that have historically been offered by Barrie Transit that staff would like to bring to Council’s attention. Staff have not been able to find any supporting Council motions and as such a formal motion of Council is required should Council still support the proposal(s).

**Class Seminars**

55. Class seminars are a fun, educational program opportunity for schools and organizations to learn about transit and bus safety. At a cost of \$1 per participant Barrie Transit provides a safety presentation and a bus ride to tour the city while highlighting city facilities, such as a Recreation Centre, Transit Terminal, Library, Police Station, and Fire Station.
56. For an additional \$1 Barrie Transit has partnered with the Recreation Department to add a recreational component for groups to participate in a 20-30 minute interactive program at one of the Recreation centers. This program utilizes downtime at the recreation centers, while generating a small amount of revenue and will help recreation to promote their programs by providing pamphlets and brochures for students.



57. The recommendation from staff is to continue this Program and as such have included it as part of the Fees By-law.

#### **Chartered Service**

58. Barrie Transit has historically provided various programs at varying fees that would be considered a chartered service. To ensure consistency to all groups, staff recommends a set hourly rate for all chartered services.
59. The recommendation from staff is to set a chartered rate at the transit contractor hourly rate plus a 25% markup to recover the time and costs associated with organizing chartered service to ensure full cost recovery.

#### **Free Services**

60. Barrie Transit has historically provided free service on New Year's Eve. Originally, the service was provided until 3am, however, the service experienced various issues including drinking and partying on the bus. In recent years the free service was cut back from 3am to 9pm, in consideration of the issues that had been experienced. Staff's suggestion is to provide the service from 5pm to 3am in 2015 with increased security and safety measures. Staff will track the issues they experience and additional costs, with the plan to report back to General Committee with the results before providing the same service in 2016.
61. Another free service that Barrie Transit has historically provided is free service to all Veterans on Remembrance Day. Staff recommend we continue this free service to our Veterans and Active Service Personnel on November 11<sup>th</sup>.

#### **Sale of Supplies**

62. On July 1, 2015 Barrie Transit internalized the ticket sales operations at the Downtown Terminal. The ticket sales operations include the sale of services provided by inter-city carriers such as Greyhound, Ontario Northland, GO Transit and Hammond.
63. Greyhound and Ontario Northland offer parcel services and often have customers arrive at the Terminal without proper packaging to ship their items. The customers often have to leave the Terminal to purchase boxes, envelopes, bubble wrap, and other shipping supplies. Barrie Transit is planning to have a variety of shipping supplies inventory on hand to sell to the customers with the goal to improve their experience. The shipping supplies will be sold to the customers at cost plus the time associated with providing the service, but not to exceed a full cost recovery model.
64. Based on the recommendations in Part B of this staff report, the Fees By-law – Appendix C has been updated.

#### **PART C – Execution of Provincial Gas Tax Agreement**

65. Staff have recently received the Provincial Gas Tax information and agreement for 2015/16 and require a supporting by-law and for the agreement to be executed.

66. The contribution that the City of Barrie will received has increased over the 2014/15 levels by \$38,423 (from \$1,992,809 to \$2,031,232).
67. The Provincial government has committed to supporting municipal transit by the allocating annual funding to these municipalities for the sole purpose of improving transit through the Provincial Gas Tax (PGT) Program. The PGT is currently fully allocated to the operating budget with a draw of \$2,099,000 anticipated for 2015. The balance in the PGT reserve (11-05-0595) as of December 31, 2015 is projected to be \$2.1M.

### **ENVIRONMENTAL MATTERS**

68. There are no environmental matters related to the recommendations.

### **ALTERNATIVES**

69. There are alternative available for consideration by General Committee:

#### **Alternative #1**

General Committee could choose alternative fare structures and pricing from what staff are recommending.

This alternative is not recommended given staff's plan to come back to General Committee with the full business plan in 2016, which may include adjustments to the fare structure while integrating a branding strategy and Marketing plan which will focus on the full picture of transit.

#### **Alternative #2**

General Committee could choose to remain status quo with the fare structure.

This alternative is not recommended given Barrie's objective of simplifying and standardizing fare structure, while encouraging ridership to provide a positive customer experience and maintaining the present Revenue-Cost ratio.

### **FINANCIAL**

70. The recommendations in this Staff Report are not expected to yield significant additional revenue. The objective is to simplify the current structure to reduce the confusion and improve the customers overall experience with Barrie Transit.
71. The potential impacts of the of the recommended changes are as follows and for comparative purposes assumes the same volumes of media being sold:

Fare Media and Fare Class	2015 Price	2016 Price	2015 Projected Quantity	2016 Projected Quantity	2015 Projected Revenue	Projected 2016 Revenue	Difference
<b>Cash</b>							
<b>Adult</b>	\$3.00	\$3.00	675,000	675,000	\$2,025,000	\$2,025,000	\$0
<b>Student</b>	\$3.00	\$3.00					
<b>Child</b>	\$3.00	\$3.00	19,000	19,000	\$57,000	\$57,000	\$0
<b>Senior</b>	\$2.60	\$3.00	51,000	51,000	\$132,600	\$153,000	\$20,400
<b>Monthly and Semester Pass</b>							
<b>Adult</b>	\$82.40	\$86.00	10,500	10,500	\$865,200	\$903,000	\$37,800
<b>Student</b>	\$63.85	\$66.00	14,000	14,000	\$893,900	\$924,000	\$30,100
<b>Child</b>	\$54.00	\$56.00	1,000	1,000	\$54,000	\$56,000	\$2,000
<b>Senior</b>	\$54.00	\$56.00	1,000	1,000	\$54,000	\$56,000	\$2,000
<b>Georgian Semester Pass</b>	\$247.00	\$255.00	600	600	\$148,200	\$153,000	\$4,800
<b>5-Ride/6-Ride &amp; 10-Ride Cards (Cost per Trip)</b>							
<b>Adult</b>	\$2.60	\$2.60	340,000	340,000	\$884,000	\$884,000	\$0
<b>Student</b>	\$2.30	\$2.30	21,000	21,000	\$48,300	\$48,300	\$0
<b>Child</b>	\$2.30	\$2.10	21,000	21,000	\$48,300	\$44,100	(\$4,200)
<b>Senior</b>	\$2.30	\$2.10	21,000	21,000	\$48,300	\$44,100	(\$4,200)
<b>Other</b>							
<b>High School &amp; Elementary</b>	\$30.00	\$0.00	240	0	\$7,200	\$0	(\$7,200)
<b>Day Passes (Note 1)</b>		\$7.50 / \$9.00	0	0	\$0	\$0	\$0
<b>TOTAL (ANNUALIZED)</b>					\$5,266,000	\$5,347,500	\$81,500

**Note 1 -** Fare impacts are not estimated as they are expected to be revenue neutral.

**LINKAGE TO 2014-2018 STRATEGIC PLAN**

72. The recommendations included in this Staff Report support the following goal identified in the 2014-2018 City Council Strategic Plan:

- Well Planned Transportation
- Responsible Spending

APPENDIX A – SAMPLE FAREBOX REPORT  
BARRIE TRANSIT  
DETAILED RIDERSHIP FOR ROUTE 3A  
OCTOBER 2015

Bus Stop #	Cash Fare Adult	Cash Fare Senior	Family Ride	Free Child	Free CNIB	Integrated Fare	Pass Fare Adult	Pass Fare Elem	Pass Fare HS PP	Pass Fare Semester	Pass Fare Senior	Pass Fare Student	Barrie Transfer	Regional Transfer	Total Ridership	ACCESSORIES								Total Accessories
																Stroller	Bike off Rack	Bike on Rack	Cart or Luggage	Device Secure OFF	Device Secure ON	Device Unsec OFF	Device Unsec ON	
1	513	21	31	91	17	3	1,210	12	1	206	200	1,025	1,004	2	4,336	58	6	27	22	1	2	2	18	136
188	6						20			4	3	21	3		57		1	2				1		4
192	47	5	1	10	8		55			18	29	88	31		292	3			1					4
250	11		1	1	2		20			3	5	49	5		97	2	2						1	5
254	28	1	1	6	3		14			3	1	49	1		107	2		3	3				1	9
270	12	1	2		1		24			1	4	5	4		54									0
275	1							1				1			3									0
279	1			1			1						2		5									0
301	20	1	1				35			2	2	8	2		71									0
314	18						13					6	2		39									0
330	254		4	9	5		227	2	1	302	11	904	47		1,766	6	3	6	2			3	1	21
332	8	2			1		25				2	1	5		44			1						1
333							1			1					2									0
341	2											2			4									0
355	33	1	2	1			34			2	4	12			89		1		1			2	1	5
383	15			1			26			1		9	1		53	1			1					2
385	14	1		1			21				4	10	3		54	1								1
388	17						7					2			31				1					1
389	19	3	4	8			26				2	3	1		66	3		1	1					5
392	1									1		1			3	1								1
393	17	2	2				30	1		10	1	31	4		98	1		1						2
396	3						4						1		8									0
398	17	1	1				41			1	5	2	2		70									0
426	22						32			1	16	10			81				1					1
430	31	1					102			9	12	66	1		222									0
433	79			3			64			7	13	57	9		232	1								1
436	5						11		1	1		19	1		38									0
438	25		1	9			38				4	12	3		92	2						1		3
485	43	5	4	9	2		95			28	17	84	111		398	3	2	3	3					11
558	16	1	5	6			13				1	3	3		48	5			2			3		10
559	23	4	1	1	1		20		1	11	9	90	9		170	1		1					2	4
562	13	1					1			1		14	1		31			1						1
583	57	2	2	11	1		58	1	1	16	32	56	3		240	8	1					1	1	11
584	38		1	6			70				14	5	8		142	3			1					4
585	7			1			10			8	5	20			51	1	1		3			1		6
586	26	1	4	4	4		13			5	5	27	5		94	3	7					1	1	12
612	118	8	2	4	1		62			3	17	37	14		266	4	3		2		1	1	1	12
725	21	0	1	6		73	51			4	7	61	67		291	4	2	1	2				2	11
744	4						16					26			46									0
745	4											1			5									0
746	22			2			16				9	21	1		71									0
747	25	1					54				1	14	7		102			1						1
759	23	1		1	7		10			10	1	3	1		57				1					1
760	89	2	1	3	3	1	55			7		89	3		253	2			2					4
761	50	2		3			24				1	29			109	2								2
762	48			7	1		48			9	3	36	1		153	5	1	1	1			2		10
763	16	4	1			1	14				13	8	1		58	1							1	2
764	69	1	2	6	1		83	4		27	10	88	11		302	2			3					5
765	72	1		6			112		1	2	25	33	28		280	1			5				1	7
800	8						1					2			11									0
801					1	4	13					1			19									0
811	77	2	2	5			69			8	24	88	4		279	3	1		1				3	8
873	20		6	2			3				4	11	7		53									0
874	10		2	1			8			2		8	1		32									0
877	61		1				58			17	2	23	2		164	1						1	2	4
878	116		2				140		1	22	26	42	6		355				2		1			4
879	65		7	7			59				8	19	6		171				3					3
880	73	1	5	9	1		101			1	4	21	19	1	236	1	1	3	1					6
935	85		5	11	1		151			13	6	151	11		434	6		1	1			1	2	11
936	11		1	2			12				2	2			30		1							1
937	10	3	1	9	4		26			2		9			64	5			1					6
938	50			6			21					8			85	1								1
939	59	2	3	1	1		57			7		61	3		194	1	6	1	3					11
940	10						10			4		4	7		35									0
TOTAL	2,658	82	110	270	66	82	3,635	21	7	785	564	3,588	1,472	3	13,343	144	39	57	68	1	4	20	38	371

APPENDIX B – CURRENT FEES BY-LAW

**TRANSIT BRANCH – FACILITIES & TRANSIT DEPARTMENT**

ITEM	2015 APPROVED FEE
<b>SECTION 1: TRANSIT FEES</b>	
<b>Transit Fares - Conventional</b>	
Photo Identification Card	\$5.00
<b>Cash Fare</b>	
Adults and Post-Secondary Students	\$3.00
High School Students with valid ID	\$3.00
Children	\$3.00
Adult or Senior with 3 children (up to Grade 8)	\$3.00
Seniors (with valid ID)	\$2.60
Visually Impaired (CNIB card required)	\$0.00
Children, 5 years of age and under	\$0.00
<b>Ride Card (groups of 5, 10 and 20 rides)</b>	
2 Ride Adult and Post-Secondary Students	\$5.20
2 Ride Reduced (High School Student, Senior or Child) with valid ID	\$5.20
5 Ride Adult and Post-Secondary Students	\$13.00
5 Ride Reduced (High School Student, Senior or Child) with valid ID	\$11.50
10 Ride Adult and Post-Secondary Students	\$26.00
10 Ride Reduced (High School Student, Senior or Child) with valid ID	\$23.00
<b>Monthly Passes</b>	
Adult	\$82.40
High School or Post-Secondary Student	\$63.85
Activity High School (Restricted Times)	\$27.55
Senior (with valid ID) or Child	\$54.00
Elementary Child (restricted times)	\$35.50
Georgian College 4 month semester pass (with Valid ID)	\$247.00
<b>Transit Fares - BACTS</b>	
Photo Identification Card	\$5.00
<b>Cash Fare</b>	
Adults and Post-Secondary Students	\$3.00
High School Students with valid ID	\$3.00
Children	\$3.00
Adult or Senior with 3 children (up to Grade 8)	\$3.00
Seniors (with valid ID)	\$2.60
Visually Impaired (CNIB card required)	\$0.00
Children, 5 years of age and under	\$0.00
<b>Ride Card (groups of 5, 10 and 20 rides)</b>	

2 Ride Adult and Post-Secondary Students	\$5.20
2 Ride Reduced (High School Student, Senior or Child) with valid ID	\$5.20
5 Ride Adult and Post-Secondary Students	\$13.00
5 Ride Reduced (High School Student, Senior or Child) with valid ID	\$11.50
10 Ride Adult and Post-Secondary Students	\$26.00
10 Ride Reduced (High School Student, Senior or Child) with valid ID	\$23.00
<b>Monthly Passes</b>	
Adult	\$82.40
High School or Post-Secondary Student	\$63.85
Activity High School (Restricted Times)	\$27.55
Senior (with valid ID) or Child	\$54.00
Elementary Child (restricted times)	\$35.50
Georgian College 4 month semester pass (with Valid ID)	\$247.00

APPENDIX C – PROPOSED FEES BY-LAW

**TRANSIT DEPARTMENT**

ITEM	2016 PROPOSED FEE
<b>Cash Fare</b>	
Adults 19-64	\$3.00
Students 13-18	\$3.00
Children 6-12	\$3.00
Seniors 65+	\$3.00
Visually Impaired (CNIB card required)	\$0.00
Children, 5 years of age and under	\$0.00
<b>Ride Card (groups of 6 and 10 rides)</b>	
6 Ride Adults 19-64	\$15.60
6 Ride Students 13-18	\$13.80
6 Ride Children 6-12	\$12.60
6 Ride Seniors 65+	\$12.60
10 Ride Adults 19-64	\$26.00
10 Ride Students 13-18	\$23.00
10 Ride Children 6-12	\$21.00
10 Ride Seniors 65+	\$21.00
<b>Monthly Passes/28-Day passes</b>	
Adults 19-64	\$86.00
Students 13-18	\$66.00
Children 6-12	\$56.00
Seniors 65+	\$56.00
Georgian College 4 month semester pass (with Valid ID)	\$255.00
<b>Day Passes</b>	
Day Pass	\$7.50
Family Day Pass	\$9.00
<b>Other Fares, Passes &amp; Fees</b>	
Photo Identification Card	\$5.00
Smart Card	\$5.00
Class Seminar	\$1.00
Class Seminar with Recreational component	\$2.00
Chartered Service(minimum 2 Hour booking)	Transit contractors hourly rate plus 25%
Sale of Supplies	Cost of time and materials, not to exceed full cost recovery