

Calgary Transit Fare and Revenue Strategy

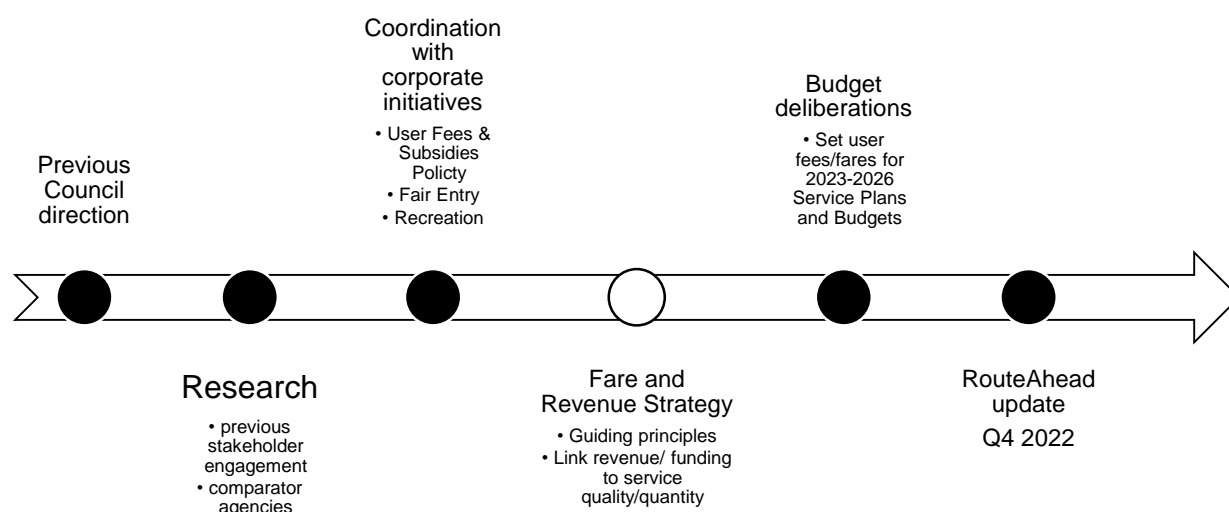
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1 Background

This report represents one part of the process to inform Calgary Transit's 2023-2026 Service Plans and Budgets and the RouteAhead update, and is informed by previous Council direction (Attachment 1), research, previous stakeholder engagement, and in coordination with ongoing initiatives across the corporation.

The Fare and Revenue Strategy provides Council, the public, and other stakeholders with information on the methodology used to determine Calgary Transit revenues to support customer expectations and Council priorities. The illustration below shows how this report aligns with previous direction and informs upcoming Council deliberations related to the 2023-2026 Service Plans and Budgets, and the RouteAhead 10-year update.



2 Previous Council Direction and Related Policies

Recommendations in this report on the funding of public transit operations align with the following guiding principles from Council's Strategic Direction:

- **Deliver the right services:** Delivering quality services and program that Calgarians care about.
- **Build strong communities:** Neighbourhoods are planned and developed to ensure access, ease of transportation, social equality, and an appropriate combination of key amenities.
- **Invest in infrastructure:** Support Calgarians' desires to be connected to people and places, recreate year-round, and live, work, and play together.

Pandemic recovery is underway in many sectors of the economy. It is important to provide flexibility in direction and strategy over the coming business plans and budgets as much remains uncertain about public transit revenues, operating funding, and ridership. This report aligns with previous Council direction regarding user fees/fares and municipal tax support. The discussion in this report aligns with Calgary Transit's Recovery Strategy (CD2022-0675) in terms of rebuilding public transit ridership along with

customer convenience and confidence. Additional information on previous Council direction is captured in Attachment 1.

a) User Fees and Subsidies Policy

Calgary Transit met with the team working on the corporate User Fees and Subsidies (UFS) Policy as part of the process to produce this report. This ensured alignment between these two initiatives to inform Council’s deliberations on the Service Plans and Budgets. The UFS Policy is currently under review and is expected to be completed to inform mid-cycle budget adjustments in 2024.

The City’s User Fees and Subsidies Policy provides a framework for decisions relating to the pricing of user fees. While user fees contribute a significant portion to The City’s revenue, the determination of how a good or service is funded through user fees is not simply a financial decision. It is a public policy decision that should reflect a balance between individual and societal benefits that arise from the consumption (or conservation) of a good or service.

This framework aims to provide a consistent approach to setting user fees based on six guiding principles, with the following two principles being of utmost importance to determining Calgary Transit user fees:

- **General tax-support subsidies principle** – when consumption of a good or service benefits society, all citizens should pay for the benefit.
- **Tax-supported subsidies for individuals’ principle** – where individuals do not have resources at an acceptable level to utilize a service, The City should provide a subsidy to provide the individual the choice to consume the service or product should they desire to do so.

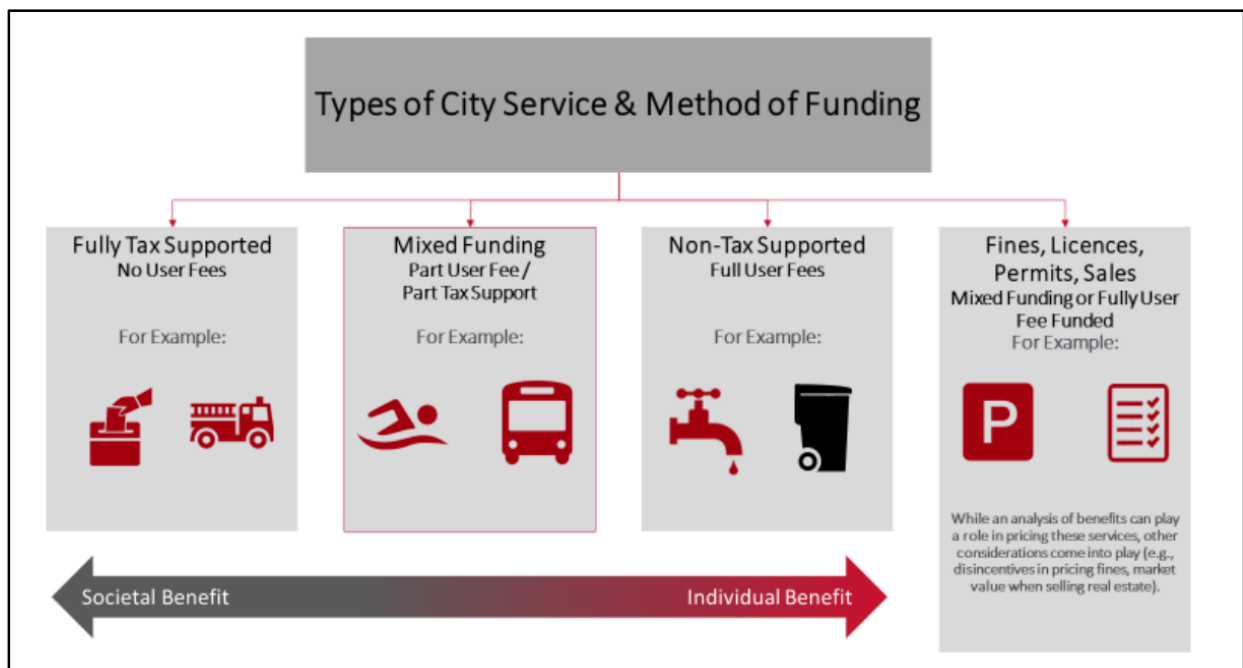


Image from the User Fees and Subsidies Policy

Public transit provides a wide range of well-documented societal benefits (labour force mobility, reduced greenhouse gas emissions, efficient use of land and energy, etc.) as well as individual benefits (equitable and accessible mobility services, reduce barriers to participation).

The last review of the long-term target tax support rate was approved in 2018 (C2018-0586), as part of One Calgary deliberations, indicated tax support for public transit, due primarily to societal benefits, should increase over time. The recommendation acknowledges the current tax support rate accommodates only minimal increases in service. In the longer-term, to increase service and support implementation of the Green Line LRT, the report recommends additional tax support.

Because of societal benefits accrued through the provision of public transit services, and the reduction in negative externalities, Council provides part of the funds required to operate public transit and specialized transit services. Historically, approximately half of Calgary Transit's operating funding is collected by user fees (fares), and half is provided through municipal tax support. This split of the operating funding recognizes public transit provides a pivotal role in ensuring:

- Equity
- Mobility
- Economic participation
- Environmental benefits
- Social cohesion

b) Calgary Transit Zero-based Review (ZBR)

Calgary Transit has actioned certain aspects of the ZBR report provided by Morrison-Hershfield consultants in accordance with Council direction (TT2016-0469). An item that was accepted by Administration, but received different direction from Council, is to combine youth and regular seniors' fares, providing additional fare options (single ride, day passes, and monthly passes) to seniors. In the future, seniors could be eligible for youth cash/tickets/monthly passes in a single fare category. This addresses requests from seniors for additional fare payment options beyond the annual pass. Morrison-Hershfield reports: "The transition of seniors' fares to the "Youth" rate is expected to yield \$2.9 million in additional revenue, once implemented. (It will also protect The City from the risk of greater future lost revenues, estimated at \$10 million/year in 30 years, as the population ages)". This does not affect the low-income transit pass program.

3 Calgary Transit Revenues

a) Background

Administration is required to balance the overall corporate budget each year. Calgary Transit produces a budget for Council approval that balances revenues and municipal tax support to deliver the public transit service. Occasionally, revenues would be higher than forecasted (due to unexpected increases in economic activity, employment, migration, or other factors), and the surplus revenue will offset shortfalls in other areas of The City budget. In 2020 and 2021, revenues have been lower than forecasted due to the pandemic. Transit service was reduced in these years to reduce operating cost;, however there was still a shortfall in the budget. This shortfall has been reduced with internal cost-efficiencies and one-time operating grant funds from the provincial and federal governments.

Aside from pandemic emergency funds in 2020 and 2021, the only ongoing operating funds received from other levels of government is \$4.5 million per year in funding from the Province to support the low-income transit pass program, with The City funding the balance of this program. This operating grant expires in March of 2023. Administration will be working with the Provincial government to formalize the extension of funding for this program due to the societal benefits provided to Calgarians.

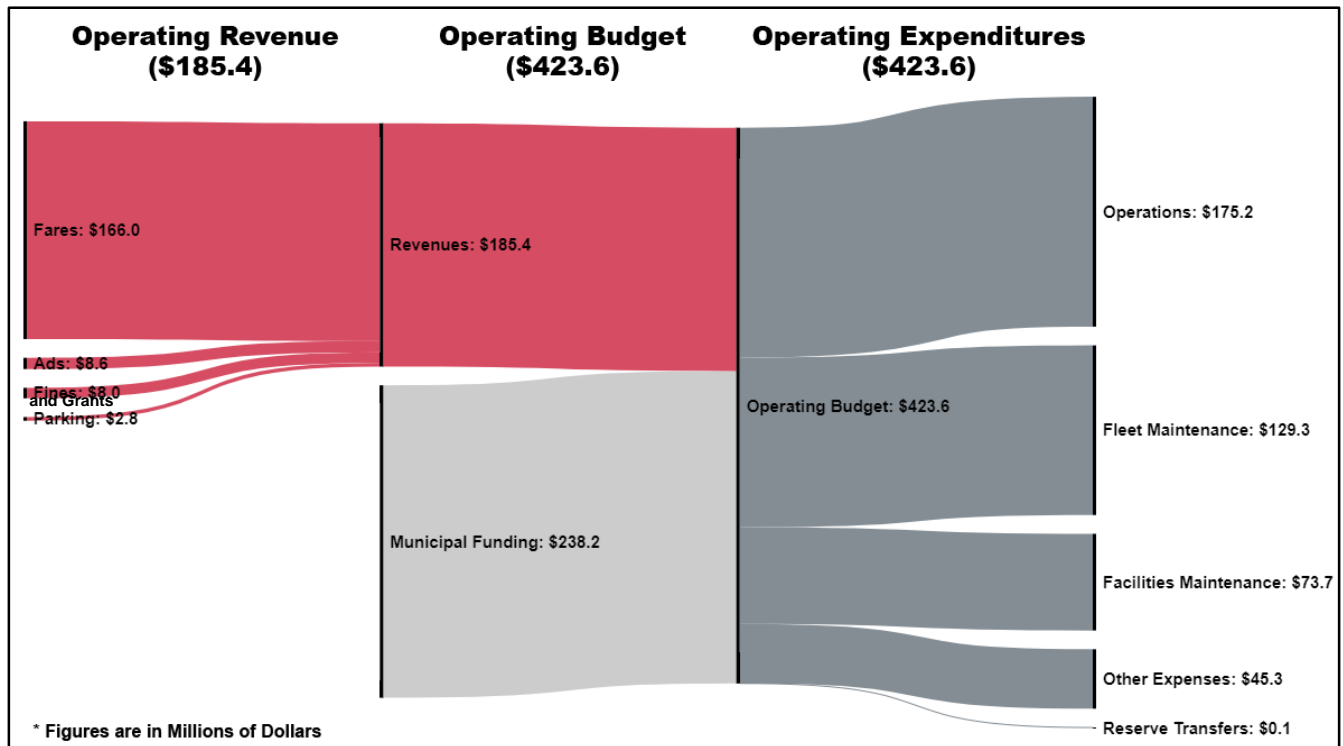
2019 data is presented in this report because it was the last year in which ridership and revenues were relatively stable and unaffected by the coronavirus pandemic. Calgary Transit's operating revenue (user fees/money paid to Calgary Transit for services) comes from the following sources:

- Fares (90%)
- Advertising (5%)
- Parking fees (1%)
- Fine revenue (4%)

Calgary Transit's operating budget (the total amount of money available to provide transit services) is comprised of operating revenue (see above) and municipal funding (from property taxes):

- Operating revenue (44%)
- Municipal funding (55%)
- Provincial funding for the low-income transit pass (1%)

Calgary Transit's operating expenditures must be equal to, or lower than, the budget. The expenditures indicate broad categories where the budget is spent to deliver public transit service. The diagram below visualizes the operating revenue sources, the operating budget (revenue and municipal funding), and the categories of operating expenditures for 2019, excluding Calgary Transit Access specialized transit service.



Sankey diagram showing Calgary Transit 2019 revenue, budget, and expenditures. Note: The provincial low-income transit pass funding of \$4.5 million is included in Fines and Grants.

Capital (construction) costs are not included in the figures presented above. Capital costs are an important aspect of maintaining a state of good repair of the transit system, providing reliable service, expanding to meet increases in ridership and geographic growth, and renewal of fleet and technology. When a Calgary Transit customer purchases a fare only the operating costs of the service are accounted

for in the user fee. Capital costs for construction, fleet (CTrain and buses), state of good repair, etc. often come as grants from other levels of government with The City providing part of the funds in a cost-sharing agreement.

b) Fare Revenue

Fares comprise approximately 90 per cent of revenues generated by Calgary Transit in 2019. The current fare structure is based primarily on the average cost per trip, and then applying a percentage discount based on the fare category. In 2019, the average cost to deliver a trip on Calgary Transit was \$3.98. This means, on average, to transport a customer from their origin to destination Calgary Transit paid \$3.98 in operating costs. The customer pays for part of the trip cost through their fare payment. It should be noted there is large variance in actual costs to deliver a trip based on the length of the trip, the vehicle (bus, CTrain), how many other customers are also on that vehicle, etc. The table below is based on the cost per trip (\$3.98), then the fare is discounted the percentage indicated in the approved discount structure.

Fare Category	Customer Pays	Discount Structure (Expressed as % of average trip cost)
Children (ages five and under)		
All trips	\$0.00	Free
Youth (ages 6-17)		
Single ride	\$2.45	60% of single trip cost
10 ride book	\$24.50	60% of 10 x single trip cost
Day pass	\$8.25	50% of the cost of four trips
Monthly pass	\$79.00	40% of the cost of 50 trips
Adult (ages 18-64)		
Single ride	\$3.60	85% of single trip cost
10 ride book	\$36.00	85% of 10 x single trip cost
Day pass	\$11.25	70% of the cost of four trips
Monthly pass	\$112.00	55% of the cost of 50 trips
Senior (ages 65+)		
Annual pass	\$150.00	Separate from discount structure
Low Income Transit Pass		
Band A	\$5.60	5% of adult monthly pass
Band B	\$39.00	35% of adult monthly pass
Band C	\$56.00	50% of adult monthly pass
Senior LITP	\$30.00	Separate from discount structure
Other		
Airport Boarding Pass	\$11.25	70% of the cost of four trips
Upass	\$155.00	Separate from discount structure
Pets		
Leashed, or in a cage	\$0.00	Free

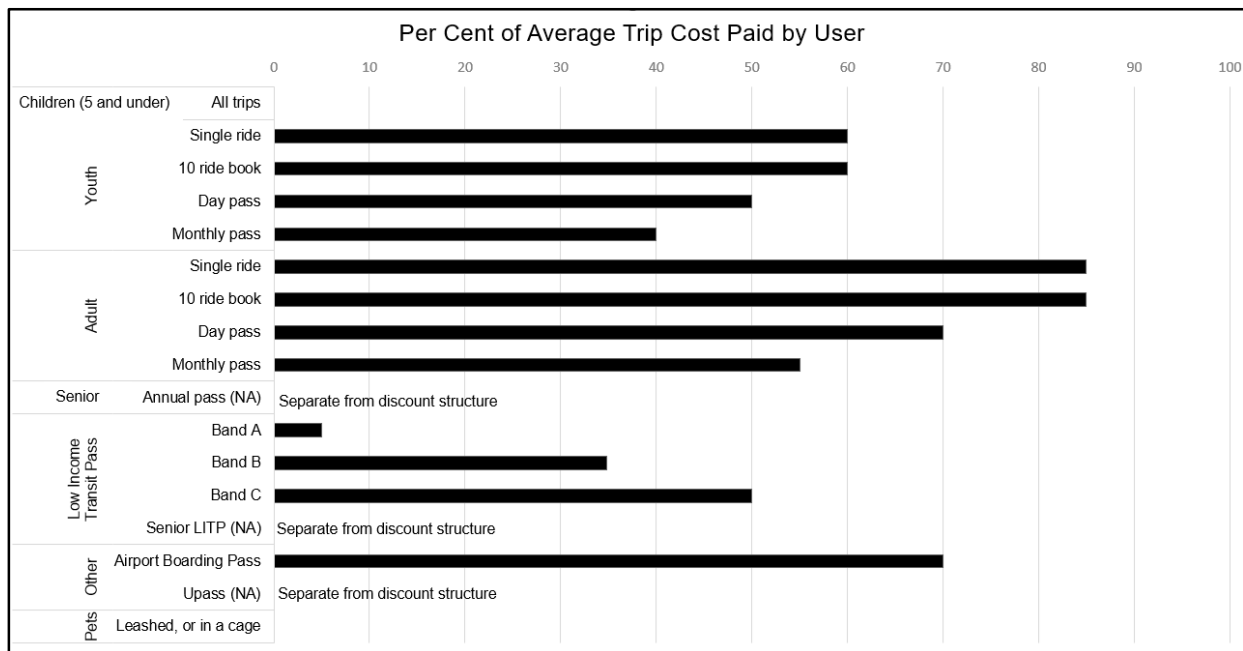
Approved discount structure showing current 2022 fares and percentage discounts

In the current discount structure, the most a customer will pay is 85 per cent of the cost of the trip for an adult ticket. There are a range of discounts, and some fare categories are free. The discount provided in the different fare categories is meant to reflect:

- A discount for children, recognizing they are unlikely to be travelling alone, and comprise an estimated small portion of transit customers.
- A discount for customers that travel more frequently, reflected in discounts for day/monthly passes.
- A discount for youth, recognizing they are likely in school, and not working full-time.
- A discount for eligible Calgarians in the Fair Entry program (low income transit pass program).

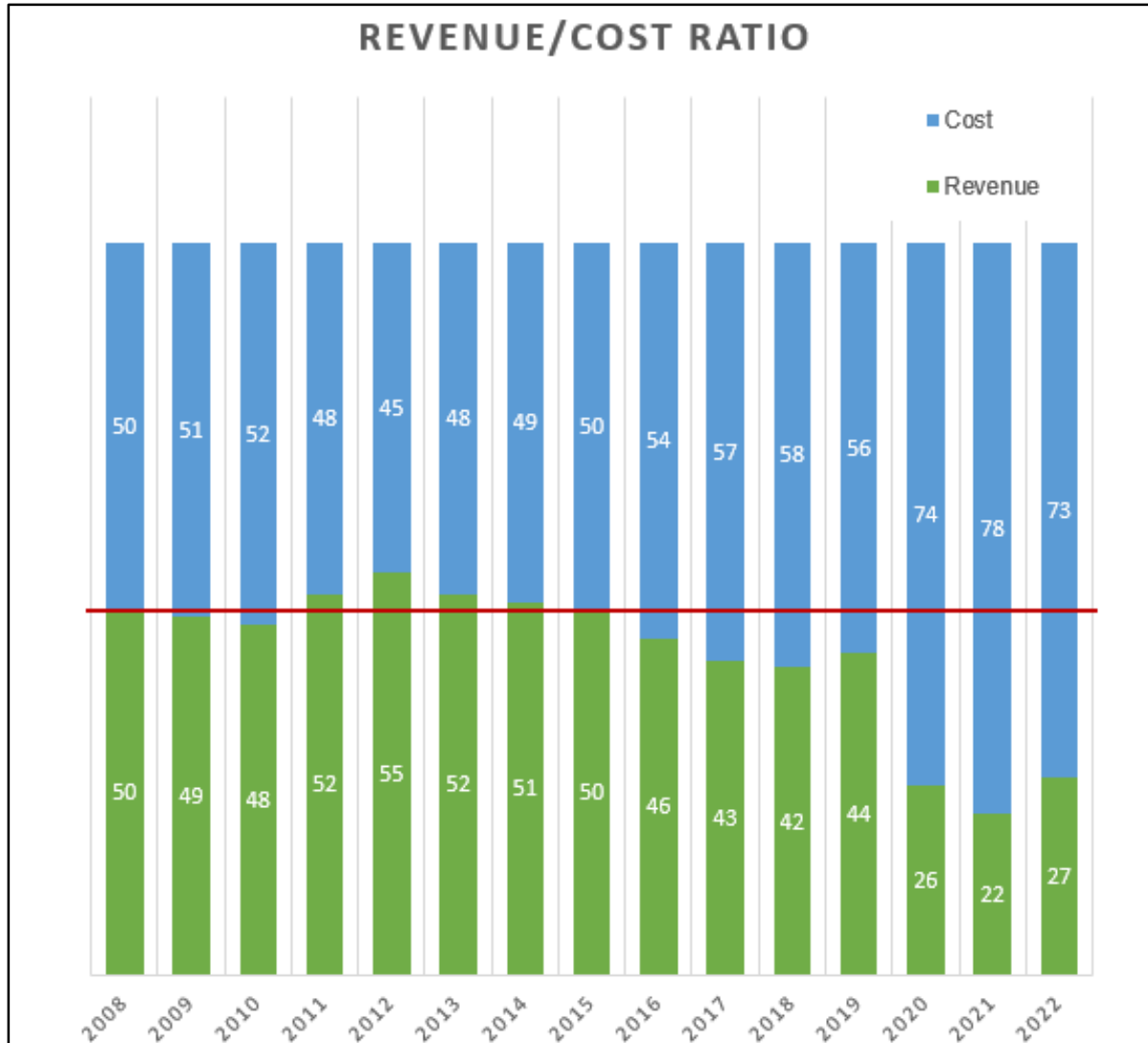
Administration is not recommending changes to the discount structure for the 2023-2026 Service Plans and Budgets. Any fare changes recommended to Council will be based on this discount structure.

The chart below visualizes the per cent of the average trip cost paid by the user through fares indicated by the black bar, and the per cent of the average trip cost paid by municipal taxes is the remainder to the right.



It is important to protect the fare revenue source while balancing access to the public transit system. Previously, decisions on fares were informed by the guiding principles of the RouteAhead 30-year Strategic Plan for Transit in Calgary to maintain a revenue/cost ratio of approximately 50/50, whereby half of Calgary Transit's costs would be covered through operating revenues, and the other half would be through municipal tax support. However, since the beginning of the recession in 2015 the revenue/cost ratio has been below 50/50, which means an increased portion of Calgary Transit's funding is from municipal tax support. This was noted in the 2018 Fare and Revenue Framework (TT2018-0617).

The figure below shows in 2019, the revenue/cost ratio was 44/56, where 44 per cent of the total operating cost of Calgary Transit was covered by revenues and 55 per cent of the total operating cost was covered by municipal tax support, and one per cent from Provincial operating grant for the low-income transit pass program.



Revenue/Cost ratio from 2008 to 2022 year-to-date

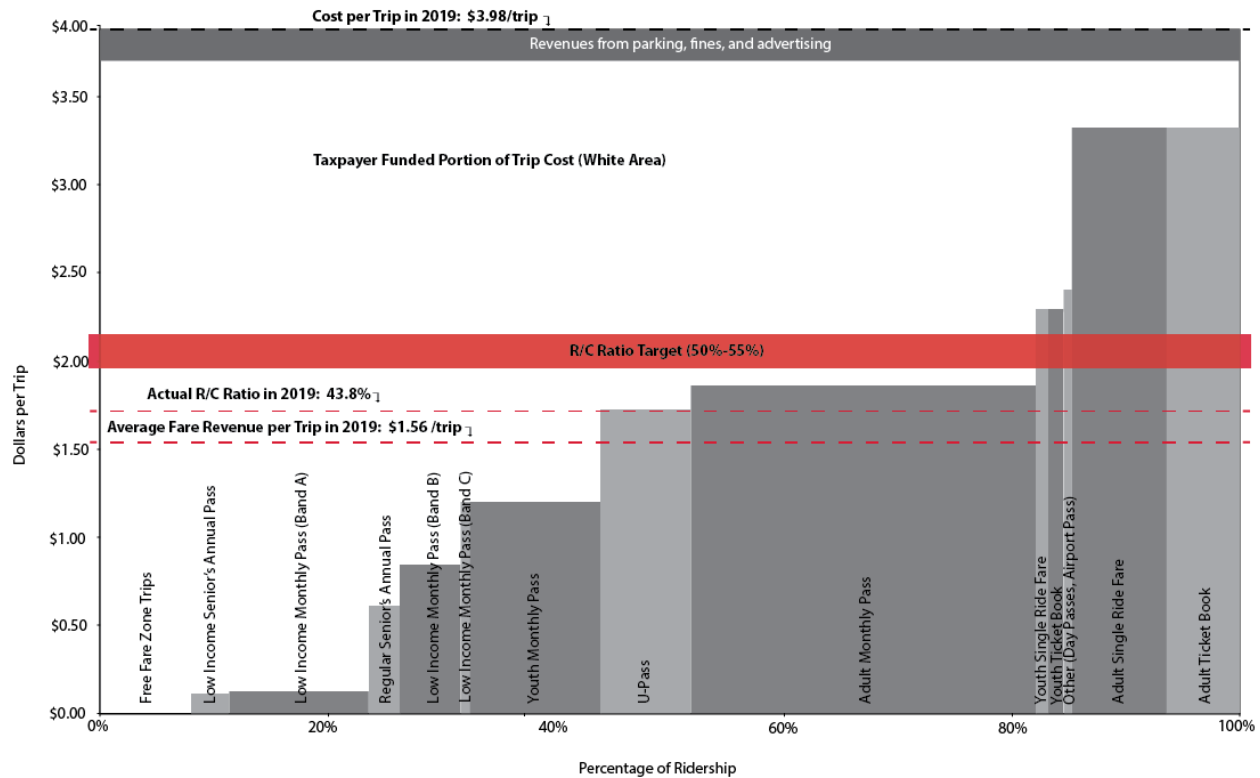
As shown in the figure above, since the recession in 2015, and with the pandemic, Calgary Transit has been unable to meet the RouteAhead direction for the revenue/cost ratio. The revenue/cost ratio provides a benchmark to aim for in the provision of services and collection of revenues, but the current situation and Council direction to enhance service make the current RouteAhead guidance difficult to achieve. The RouteAhead 10-year update (2022 Q4) will provide further discussion on the revenue/cost ratio.

A lower revenue/cost ratio is appropriate and can be supported by Administration. Limited fare discounts aligned with the User Fees and Subsidies Policy is appropriate; however, it must be noted that providing service for free or with discounts that are not aligned with policy, doesn't improve the quality of service, and widens the revenue/cost gap.

In setting the fare structure, Calgary Transit works to ensure the revenue through fares combined with the funding through municipal taxes will allow the organization to address the service expectations of Council and customers. Cost increases are mainly attributed to increasing costs of labour, fuels, parts, and technology. Calgary Transit has implemented significant reductions in service in response to the pandemic to manage costs while ridership was reduced in response to public health guidelines.

The illustration below shows the percentage of ridership using each fare product (x axis along the bottom), and how each fare product contributes to revenues (y axis along the left side). The grey portion of the illustration represents fare revenue (with non-fare revenue indicated at the top). The white portion indicates municipal tax support. A wider grey bar indicates more customers use that fare product, and a taller grey bar indicates the fare product generates more revenue per trip.

Sources of Transit Fares and Finances (2019)



c) Fare Elasticity

In economic terms, fare elasticity refers to the ridership response when fares are changed (increased or reduced). Practically all the known observed values of fare elasticities fall in the range between zero and -1.0, which in economic terms, means rider response to fare changes is inelastic (Transit Cooperative Research Program, *Traveler Response to Transportation System Changes Handbook, Third Edition*, 2004). Thus, if a transit system wants to increase total fare revenues, it should increase fares because the additional fare revenue will be greater than that lost by customers choosing other modes of travel. Likewise, reducing fares will almost always increase ridership, but at a cost of revenue loss. Additionally, customer travel choice is subject to non-fare inputs, such as car ownership/availability, car operating costs (including price of fuel/parking), total travel time (including waiting for connections), transit quality and frequency, and household income. Customers dependent on transit service (i.e., they do not have access to a vehicle, or they must travel downtown for work at specific times) are less price sensitive because they have fewer choices.

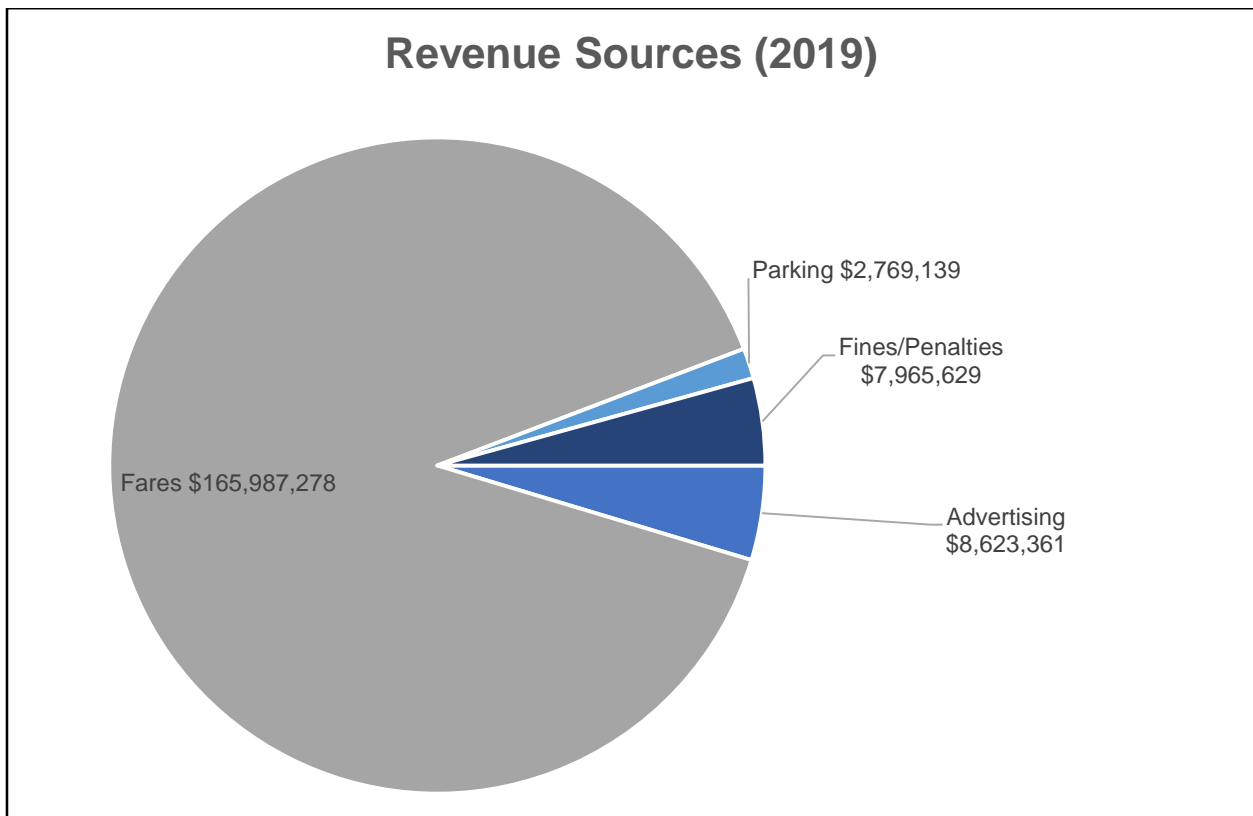
The research on public transit fares, including Calgary's own experience, indicates the top priorities for customers are increased quality and quantity of service, such as more frequent, more reliable, more direct transit routes. In addition, lowering transit fares does not induce the expected increase in ridership,

therefore reducing fare revenues required to operate the public transit system (Victoria Transport Policy Institute, *Understanding Transport Demands and Elasticities*, 7 June 2022).

d) Non-fare Revenue

Fares typically comprise approximately 90 per cent of Calgary Transit revenue. The remaining 10 per cent is non-fare revenues, comprised primarily of revenues from advertising, parking, and fines/penalties (see pie chart below).

Revenues produced by advertising on the system consistently generate five per cent of overall revenues. Advertising contracts bring in revenue to support transit operations, and typically include provision for customer amenities, such as bus shelters, benches, and digital information displays. Revenues from the reserved parking program bring in one to two per cent of overall revenues. Both advertising and parking revenues dropped during the pandemic. Administration aims to increase revenues from both sources over the four-year service plan and budget planning cycle. Fines/penalties comprise approximately two per cent of overall revenues.



Share of fare and non-fare revenue sources (2019)

Administration is currently in discussions to monetize the naming rights for the 7th Avenue Free Fare Zone. This is part of an initiative to generate revenue through naming rights and sponsorship of Calgary Transit assets. Additional initiatives include revenue generation and activation of LRT stations by hosting commercial opportunities, such as small stores.

e) Technology

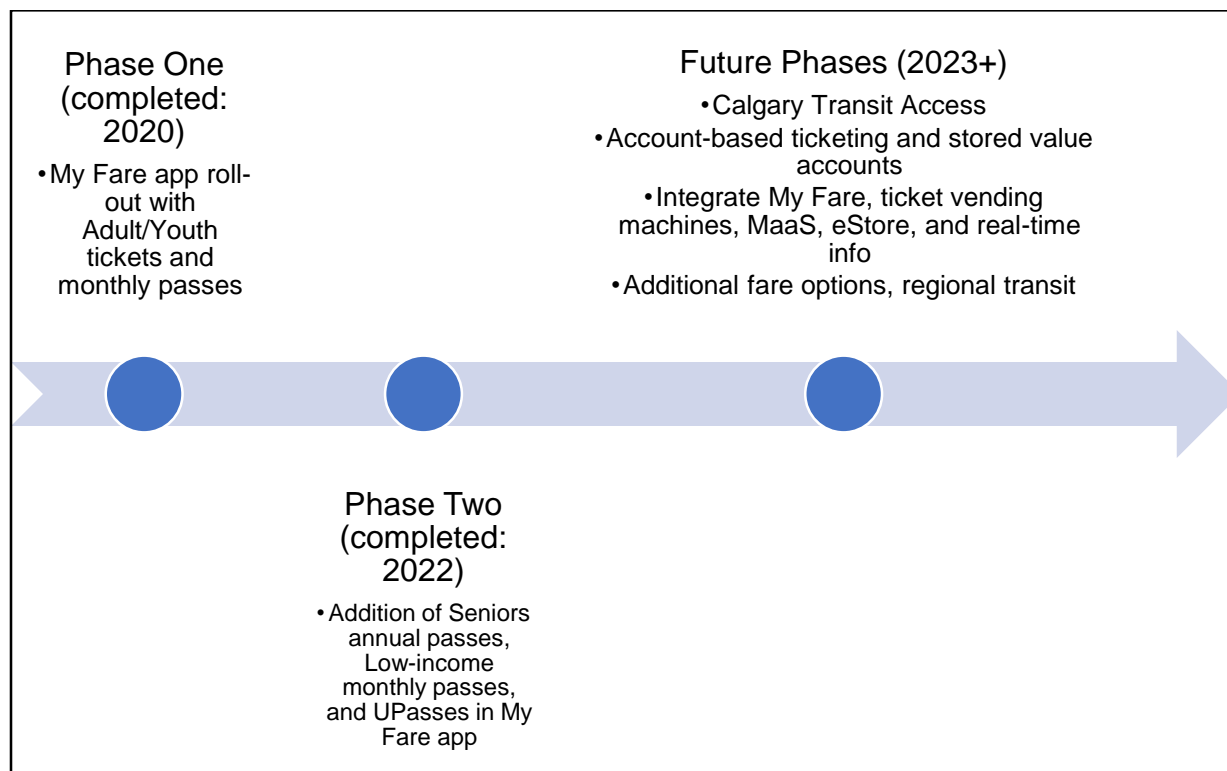
Calgary Transit has invested recently in technology to improve efficiency of operations and enhance customer convenience. Some examples include:

- My Fare mobile fare payment app
- Next generation trip planning app
- Real-time bus and train arrival times
- On Demand transit service
- Ticket vending machine upgrades
- Additional automated passenger counters
- Passenger information screens at LRT and MAX stations

Since implementation in July 2020, adoption of the My Fare app has increased. As of 2022 May, approximately one-in-five fares is purchased on the My Fare app. Calgary Transit added additional functions to the app in early 2022 so customers using low-income and seniors passes can purchase fare products in the app. Additional features are being developed for launch in the My Fare app in the future. Additional features will provide enhanced customer convenience and will expand opportunities to introduce new fare products.

As technology is adopted for additional customer-facing services, Calgary Transit supports equitable access to fare products and services. An example is expanding My Fare functionality to implement account-based ticketing to allow customers to create accounts in My Fare to benefit from best-fare policies. In the future, this will enable fare payment systems such as open loop payment and stored value accounts which provides customers without access to banking institutions (unbanked/ underbanked) the ability to convert cash to digital fare payment systems. This ensures new technological solutions are able to support our customers who use cash.

Part of the technology roadmap for our electronic fare collection system (illustration on next page) is the integration of all fare systems, including My Fare, ticket vending machines, mobility as a service, and the Calgary Transit eStore.



Electronic fare collection technology roadmap

f) Exclusions

Revenues and expenditures for Calgary Transit Access (CTA), the specialized transportation service for Calgarians with disabilities, is reported separately. Due to the specialized nature of the service provided by CTA their operating expenses and revenues are reported separately, and not included as part of the revenue/cost ratio reported by Calgary Transit. The service provided on CTA is much more personalized with door-to-door escorted service to assist those who are unable to use Calgary Transit. User fee revenue (fares) comprises 10 per cent of CTA operating budget, and 90 per cent is funding from the City of Calgary. This equates to a 10/90 revenue/cost ratio.

Capital costs are accounted separately. Capital costs are primarily costs of construction of LRT, transitways, buildings, park and rides, purchase of vehicles, etc., to deliver and support Calgary Transit service.

g) Funding Challenges Prior to 2020

Competing demands on the operating budget and reduced revenues since the 2015 recession have resulted in Calgary Transit being unable to implement services in all new communities or respond with increased service on high ridership routes. Calgary has been physically growing, with several new communities currently under development.

Introducing new transit service into new communities at an early stage of development is ideal. This allows Calgarians to use the service and set travel patterns and provides an essential service early in community development, as we do with waste and recycling, water/wastewater, and other municipal services. Public transit is introduced into new communities when several factors can be satisfied, including:

- Operating budget is available

- Workforce is available
- Fleet is available
- A base level of population resides in the community to provide a customer base for public transit
- Sufficient road network for the navigation of the community, etc.

Calgary Transit Access's service area includes all areas within the city of Calgary civic boundaries. This includes any new communities under development or annexations of surrounding municipalities. This puts a similar pressure on Calgary Transit Access to provide additional service as the city grows without additional operating support.

There are potential future pressures on the operating budget associated with further fare discounts. The financial impacts of new or increased fare discounts are significant and cannot be absorbed into Calgary Transit's existing operating budget without being offset by service reductions, additional funding (e.g., additional tax support, funding from other orders of government), increases to other fares, or a combination. Engagement and research with different customer groups (including seniors and youth) have indicated that investments in core service quality attributes are critical for driving ridership; this includes travel time, coverage/frequency, winter weather accessibility, personal safety, and crowding/access to seating.

h) Funding Challenges in the Pandemic

With the onset of the COVID-19 pandemic in Calgary in early 2020, Calgary Transit reduced service levels to respond to a reduced demand for public transit. Ridership reduced to as low as approximately 15 per cent in 2020, while service was reduced to 75 per cent at one point to maintain a level of service that would be used by Calgarians who have depended on public transit. By maintaining service levels above what was required, a usable network was maintained that allowed customers to continue to rely on Calgary Transit to get to work, shopping, appointments, and social events. However, this service incurred an operating cost that was unsustainable without emerging grant funding. Throughout 2020, 2021, and now 2022, service was closely monitored and adjusted as demand changed, public health guidelines were lifted and put in place, and staff illnesses affected the delivery of service.

Revenue shortfall due to decreased ridership and associated fare revenue:

- 2020: \$93 million
- 2021: \$106 million
- 2022: \$89 million (approximate projected)
- 2023: \$25 million (approximate projected)

i) Ridership Demand

Calgary Transit customers consistently request more frequent and more reliable service as their top priorities. More recently, requests have included more support personnel at CTrain stations and improved accuracy of real-time information. This indicates that customers' want better service, rather than cheaper service/fares. The cost of fares is still a barrier for some Calgarians, but implementation, and ongoing funding support, of the low-income transit pass program is critical to reduce these barriers and provide affordable mobility, which promotes participation in the labour force, education system, and enables daily activities.

Customer's decisions to travel by transit are complex and involve many more factors than the common consumer decision-making process, to purchase, or not. Decisions to travel on transit involve a multi-dimensional decision-making process:

- Whether to make the trip (trip frequency)
- Where to travel (destination choice)
- When to travel (schedule choice)
- How to travel (mode choice)
- Which route to travel (path choice)

Additionally, throughout the day the level of service and capacity is not constant:

- Less service offered during off-peak
- There is more capacity, but also more demand during peak periods
- Often price remains constant regardless of other factors (unless off-peak fares are offered)

Fare structures can be used to increase or shift ridership to certain times of the day (off-peak) when there is capacity in the system, improve fare equity among customers, or include higher pricing for a premium service, such as faster/direct service.

Customer sensitivity to fare changes appears to decrease in larger cities where transit is in a strong position to compete with auto travel. Likewise, peak period riders making journeys to work/school are less responsive to fare changes than riders who can change their trip time to off-peak periods.

Transit fares are relatively inelastic. This means a change in price does not significantly change demand for the service. This is because customers require mobility services to travel to work or school, regardless of changes in cost. This leads to two important implications for setting fares:

- An increase in transit fare levels should be expected to result in some ridership loss but will provide increased fare revenues. Therefore, if a transit system wants to increase total fare revenues, it should increase fare levels.
- A reduction in transit fare levels will nearly always generate more ridership but will also result in lowered fare revenues. Therefore, if a transit system reduces fare levels to increase ridership, success can be reasonably assured, but at a cost of revenue reduction.

4 Calgary Transit Fare & Revenue Strategy for 2023-2026 Service Plans and Budgets

Calgary Transit is expecting ridership to continue to be lower than pre-pandemic levels in the near future due primarily to the changing culture of working from the office. Until a new baseline ridership level is established, estimates will be based on limited data.

Before the pandemic, the cost of operating transit service and the expected fare revenue from customers was more predictable. As costs increase over time, primarily due to increasing costs of labour, parts and fuel, and adoption of new technology, there are many levers that can be adjusted, with some of the main ones being:

- Incrementally increase fares to increase revenue
- Increase municipal tax support of the service
- Reduce service (headway, geographic coverage, span/duration) to reduce operating costs
- Reduce fare subsidies

Each of these levers will have related consequences, such as changes to ridership, changes to customer satisfaction, and changes to a customer's ability to pay for the service. Calgary Transit has implemented significant efficiencies in recent years and continue to review further improvements and investigate new sources of revenue. Changes to Calgary Transit fares and discounts will also need to be implemented over the next business planning cycle to fund transit service in a more sustainable and equitable manner. A different revenue/cost ratio, with additional funding support from municipal taxes, will also be required.

a) Guiding Principles

Administration will use the following guiding principles when determining Calgary Transit user fees and forecasting revenues for the 2023-2026 service plans and budget cycle:

- Use the discount structure presented in this report (page five) to determine fares and estimate revenues for the four-year service plans and budgets, and bring those changes forward as part of budget approval in 2022 November;
- Continue moving towards income-based fare subsidies in alignment with User Fees and Subsidies Policy (UFS) as directed by Council in 2018 and the Council-approved Calgary Transit zero-based review (ZBR) in 2016;
- Ensure equitable access to fare products when designing fare policy/fare payment options for customers with limited or no banking options; and
- Support the low-income transit pass program (subject to incremental increases) and identify long-term funding to sustain the program (in partnership with the Government of Alberta).

b) Service Plan Initiatives

Administration will work on the following initiatives in the four-year service plan cycle:

Low-income Transit Pass Program

- Advocating for continued support from Provincial government.
- No changes to low-income transit pass are recommended, other than incremental increases based on previously considered/approved indicators.

Seniors Annual Pass Program

- Investigate zero-based review recommendations.

UPass Program

- Work with student associations and schools on the future of UPass, including having student associations as signatories on the agreement.
- Use data collected on the My Fare app to review the current UPass program.

Technology/MaaS/Mobile Ticketing

- Investigate opportunities for new fare products/fare integration.
- Implement seamless multimodal trip planning and fare payments.
- Ensure equitable access to the transit system with support for unbanked/underbanked population with options to convert cash to a digital My Fare account.

Regional Transit

- Working with regional municipalities to investigate options for regional fare integration.

Non-fare Revenues

- Continue to explore opportunities to increase revenues from naming rights and sponsorships, as well as commercial activities at Calgary Transit facilities.
- Investigate opportunities to increase revenues from parking and advertising programs.
- Identify non-fare revenue opportunities associated with Green Line implementation.

5 Conclusion

Administration will use the guiding principles in this report to develop the revenue forecasts and fares for the 2023-2026 Service Plans and Budgets. This report forms part of the ongoing conversations on public transit and will provide input to the RouteAhead 10-year update, and guidance to Administration's initiatives over the next four years to advance Council's priorities and respond to Calgary Transit customer expectations.

Appendix – Fares of Comparator Transit Agencies

Fare Category	Calgary		Edmonton		Hamilton		Regina		Ottawa		Montreal		Winnipeg		Vancouver		Mississauga		Toronto	
Adult Cash	\$3.60	\$3.50	\$3.25	\$3.25	\$3.25	\$3.75	\$3.50	\$3.10	\$3.05- \$5.90 (zones)	\$4.00	\$3.25									
Adult Tickets (per ride)	\$3.60	\$2.75	\$2.55	\$2.90	\$2.90	\$3.70	\$3.00	\$2.75	\$3.05- \$5.90 (zones)	\$3.10	\$3.20									
Adult Monthly Pass	\$112.00	\$100.00	\$112.20	\$88.00	\$88.00	\$125.50	\$90.50	\$106.00	\$100.25- \$134.00 (zones)	\$131.00	\$156.00									
Low Income Monthly Pass	\$ *	\$35.00/ \$50.00 income- based	\$56.10	\$71.00	\$58.25	\$54.00	N/A	N/A	N/A	\$65.50	\$123.25									
Youth Cash	\$2.45	\$3.50	\$3.25	\$2.75	\$2.75	\$3.75	\$2.50	\$2.60	\$2.00 - \$4.05 (zones)	\$4.00	\$2.30									
Youth Tickets (per ride)	\$2.45	\$1.98	\$1.05	\$2.45	\$2.80	\$1.90	\$1.95	\$2.00 - \$4.05 (zones)	\$2.35	\$2.25										
Youth Monthly Pass	\$82.00	\$73.00	\$46.20	\$64.00	\$66.75	\$54.00	\$75.10	\$57.30	N/A	\$128.15										
Seniors Annual Pass	\$150.00	\$385.00	\$355.00	\$270.00	N/A	\$318.00	\$586.00	N/A	N/A	N/A	N/A									
Seniors Low Income Annual Pass	\$30.00	\$139.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$390.00	N/A									
Seniors Monthly Pass	N/A	\$0.00/ \$35.00 income- based	\$35.50	\$30.00	\$47.75	\$27.00	\$53.00	\$57.30	\$65.00	\$128.15										

*Based on income: 0-50% of LICO - \$5.60; 50%-80% of LICO - \$39.00; 80%-100% of LICO - \$56.00