

THE CORPORATION OF THE DISTRICT OF BURNABY

TO: MEMBERS OF THE MUNICIPAL COUNCIL

RE: REPORT OF THE VANCOUVER REGIONAL TRANSIT COMMISSION

Madam and Gentlemen:

At the Vancouver Regional Transit Commission meeting on Friday, February 10, 1984, Item 8 - "Conventional Transit 1984-85 Fare Plan" was discussed and the following motion duly put and seconded:

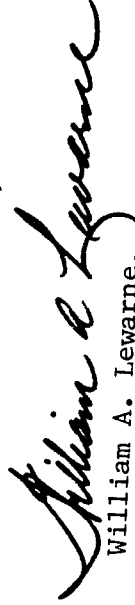
"IT IS RECOMMENDED THAT:

- (i) The Vancouver Regional Transit Commission receive the report and endorse the report's findings and recommended strategy to introduce peak-period zone-fares;
- (ii) The Vancouver Regional Transit Commission approve the recommended fare structure with peak and off-peak fares and zone boundaries, as described in Attachments A to D, for implementation on April 1, 1984.
- (iii) The Vancouver Regional Transit Commission approve the change from a two-part farecard to a one-part transferable farecard concurrent with the implementation of the zone-fare system;
- (iv) The Vancouver Regional Transit Commission approve changes to transfers to make them one-directional concurrent with the implementation of the zone-fare system;
- (v) The Vancouver Regional Transit Commission direct staff to prepare the necessary amendments to the transit tariffs contained in the 1984-85 Annual Operating Agreements with the Metro Transit Operating Company and West Vancouver to reflect the recommended fare plan."

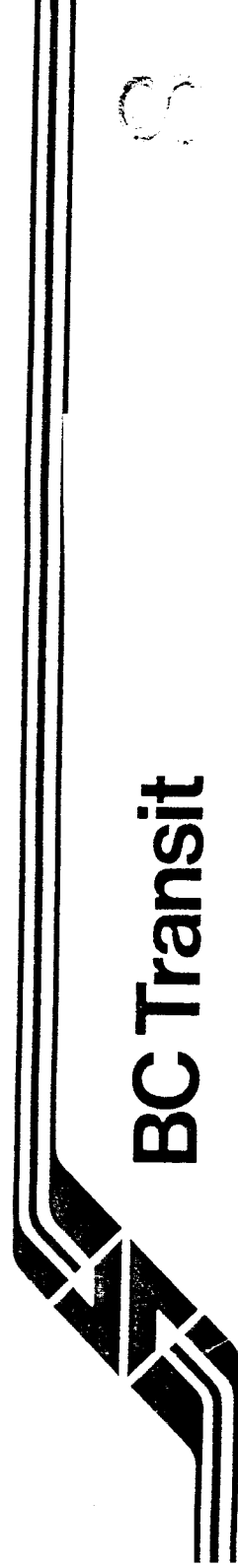
After considerable discussion, the motion was deferred to a Special Meeting to be held on February 17, 1984. The reason for this deferral was to gain input from the various Councils affected by this decision.

The full report is attached for your consideration and review.

Respectfully submitted,


William A. Lewarne,
MAYOR

Attachments



8

To: Chairman and Members of the Vancouver Regional Transit Commission Date: February 3, 1984
From: Larry Ward File:
Subject: Conventional Transit
1984-85 Fare Plan

The first part of the attached report reviews the existing Vancouver Regional Transit System fare policy and fare structure within the context of the current level of cost-recovery, the levels of service offered in the region, and the costs of service delivery.

In summary, the principal findings of the review are:

- (i) Cost-recovery is low compared to other systems;
- (ii) The fare structure is inequitable;
- (iii) Trips which are easiest and cheapest for the transit system to accommodate are discouraged;
- (iv) The current multi-directional transfer loses significant amounts of revenue;
- (v) There is no incentive for discretionary trips to be made off-peak when there is excess capacity;
- (vi) No other system in Canada has such a large one-zone system;
- (vii) FareCard has low market penetration and is subject to abuse;
- (viii) There is no consistent policy regarding the pricing of Concession Fares for Seniors, Students and Children.

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Based on the findings of the review, the second part of the report identifies recommended changes to fare policy intended to achieve the following objectives:

- (i) Increasing revenue and cost-recovery;
- (ii) Minimising negative impacts on ridership;
- (iii) Increasing the equity of the fare structure;
- (iv) Reducing imbalance between peak and off-peak demand;
- (v) Increasing the efficiency of the utilisation of both fleet and labour.

The report concludes that a change from the current flat-fare system to a peak-period zone-based system with a flat fare off-peak would best address these issues, and it is also recommended that a revised fare plan be introduced on April 1, 1984.

To coincide with the proposed fare changes, it is also recommended that several other major changes to the fare system be made, all of which have been identified as desirable to increase the efficiency, effectiveness, and equity of the fare system:

- (i) Revise transfers to a single-direction transfer to reflect the zone system, and reduce the loss of revenue experienced with the current 90-minute, non-directional transfer;
- (ii) Revise the FareCard program, including a change to a 1-part transferable card to increase its market penetration; expand retail outlets and reduce the problem of handling cash in general, and dollar bills in particular.
- (iii) Institute one Concession Fare category for all discount fare groups, i.e., Seniors, Students and Children, set at approximately 50% of the equivalent Adult Fare.

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Attachment A

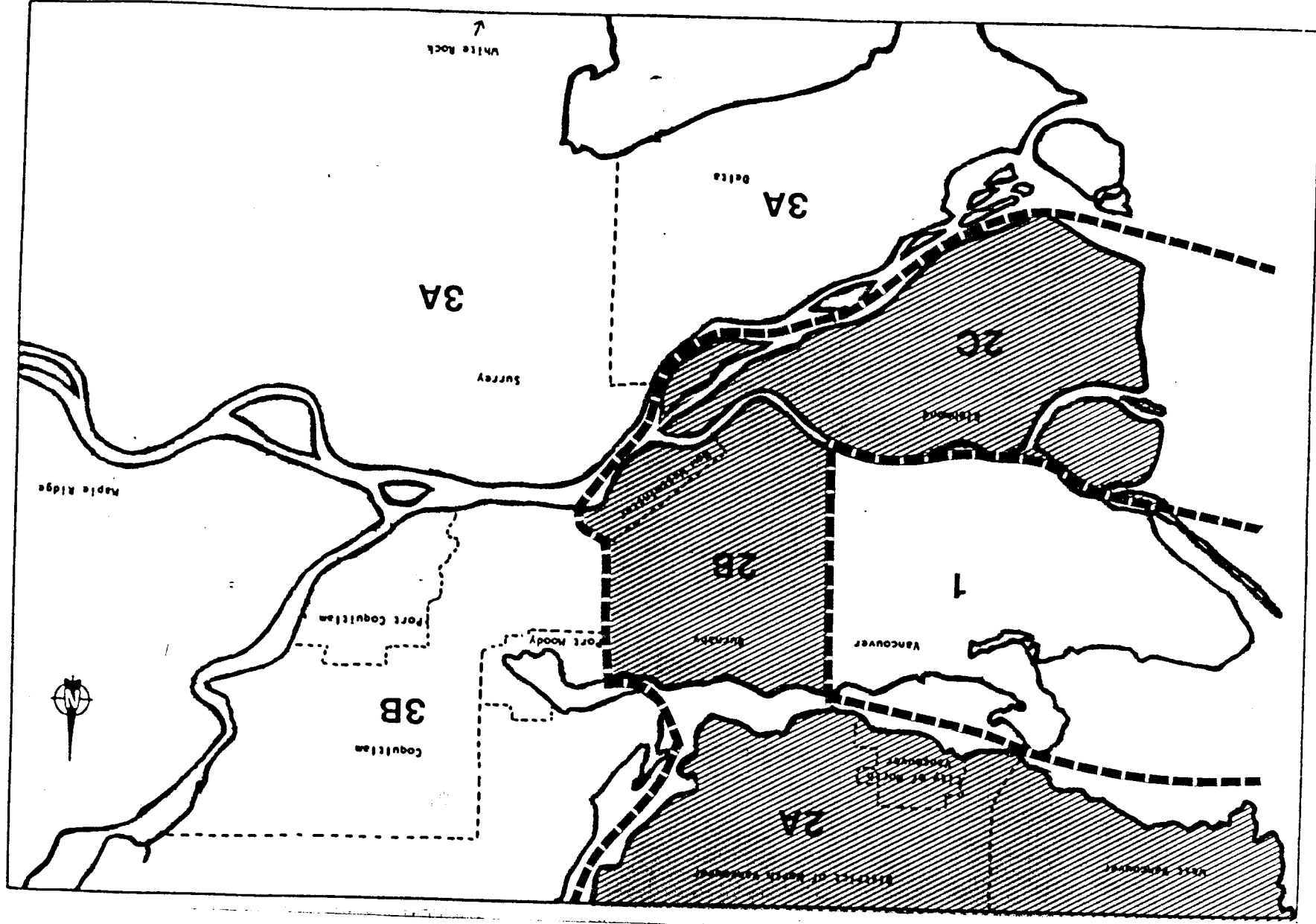
Fare Schedule: Vancouver Regional Transit System
Proposed Effective Date: April 1, 1984

		<u>Single Zone</u>	<u>Double Zone</u>	<u>Multi-Zone</u>
(i)	<u>Adult</u>			
	Peak*	.85¢	\$1.00	\$1.25
	Off-Peak	.85¢	.85¢	.85¢
	<u>Concession</u>			
	(Seniors	.45¢	.55¢	.65¢
	Students	.45¢	.45¢	.45¢
	Children)			
(ii)	<u>Fare Card</u>			
A.	Annual		- to be negotiated -	
B.	FareCard	\$34.00	\$40.00	\$50.00
C.	Concession		- \$20 All Zones -	
	(Concession Pass only available to Seniors, Students and Children)			
D.	Post Secondary		- discontinued -	
(iii)	<u>Sunday Pass: Adults \$1.70</u>	Concession 85¢.		

* Peak-Period fares to be paid when boarding a bus before 9:30 a.m. and between 3:00 p.m. and 6:30 p.m. Monday to Friday.

Attachment B

Proposed Fare Zones



Attachment C
Adult Zone Fares: Vancouver Regional Transit System
Proposed Effective Date: April 1, 1984

ORIGIN ZONE	DESTINATION ZONE					
	1	2A	2B	2C	3A	3B
1	0.85	1.00	1.00	1.00	1.25	1.25
2A	1.00	0.85	1.00	1.00	1.25	1.25
2B	1.00	1.00	0.85	1.00	1.00	1.00
2C	1.00	1.00	1.00	0.85	1.00	1.25
3A	1.25	1.25	1.00	1.00	0.85	1.00
3B	1.25	1.25	1.00	1.25	1.00	0.85

Zone 1: Municipal boundaries of the City of Vancouver and the University Endowment Lands.

Zone 2A: The District of North Vancouver, the City of North Vancouver, and West Vancouver.

Zone 2B: The Municipal Boundaries of Burnaby and New Westminster as follows from Boundary Road east to:

- (i) Inlet and Sierra along the East Hastings/Barnet corridor
- (ii) North Road along the Lougheed corridor to include Lougheed Mall

Also from North Road and Highway #1 via Highway #1 to Brunette and then south along the Brunette River to the Fraser River (includes Queensborough and Annacis Island).

Zone 2C: Richmond, including the Airport.

Zone 3A: Ladner and Tsawwassen, North Delta, Surrey, White Rock and Langley.

Zone 3B: The Municipal Boundaries of Port Moody, Coquitlam and Port Coquitlam to include the following:

- (i) that section of the East Hastings/Barnet corridor east of Inlet and Sierra
- (ii) east of North Road then north of Highway #1 to Brunette and east of the Brunette River
- (iii) includes Lougheed Mall

Attachment D
Concession Zone Fares: Vancouver Regional Transit System
Proposed Effective Date: April 1, 1984

ORIGIN ZONE	DESTINATION ZONE					
	1	2A	2B	2C	3A	3B
1	45¢	55¢	55¢	55¢	65¢	65¢
2A	55¢	45¢	55¢	55¢	65¢	65¢
2B	55¢	55¢	45¢	55¢	55¢	55¢
2C	55¢	55¢	55¢	45¢	55¢	65¢
3A	65¢	65¢	55¢	55¢	45¢	55¢
3B	65¢	65¢	55¢	65¢	55¢	45¢

Zone 1: Municipal boundaries of the City of Vancouver and the University Endowment Lands.

Zone 2A: The District of North Vancouver, the City of North Vancouver, and West Vancouver.

Zone 2B: The Municipal Boundaries of Burnaby and New Westminster as follows from Boundary Road east to:

- (i) Inlet and Sierra along the East Hastings/Barnet corridor
- (ii) North Road along the Lougheed corridor to include Lougheed Mall
- (iii) from North Road and Highway #1 via Highway #1 to Brunette and then south to the Fraser River
- (iv) includes Queensborough and Annacis Island

Zone 2C: Richmond, including the Airport.

Zone 3A: Ladner and Tsawassen, North Delta, Surrey, White Rock and Langley.


Zone 3B: The Municipal Boundaries of Port Moody, Coquitlam and Port Coquitlam to include the following:

- (i) that section of the East Hastings/Barnet corridor east of Inlet and Sierra
- (ii) east of North Road then north of Highway #1 to Brunette and east of the Brunette River
- (iii) includes Lougheed Mall

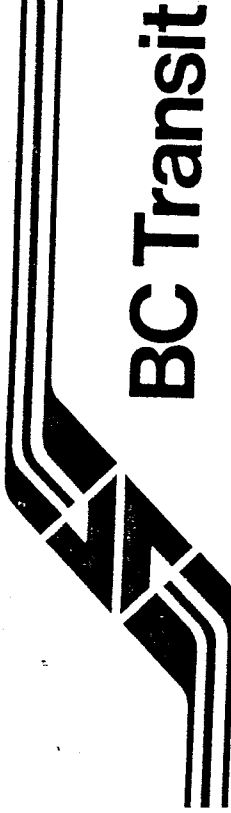
RECOMMENDATIONS

IT IS RECOMMENDED THAT:

- (i) THE VANCOUVER REGIONAL TRANSIT COMMISSION RECEIVE THE REPORT AND ENDORSE THE REPORT'S FINDINGS AND RECOMMENDED STRATEGY TO INTRODUCE PEAK-PERIOD ZONE-FARES;
- (ii) THE VANCOUVER REGIONAL TRANSIT COMMISSION APPROVE THE RECOMMENDED FARE STRUCTURE WITH PEAK AND OFF-PEAK FARES AND ZONE BOUNDARIES, AS DESCRIBED IN ATTACHMENTS A TO D, FOR IMPLEMENTATION ON APRIL 1, 1984.
- (iii) THE VANCOUVER REGIONAL TRANSIT COMMISSION APPROVE THE CHANGE FROM A TWO-PART FARECARD TO A ONE-PART TRANSFERABLE FARECARD CONCURRENT WITH THE IMPLEMENTATION OF THE ZONE-FARE SYSTEM;
- (iv) THE VANCOUVER REGIONAL TRANSIT COMMISSION APPROVE CHANGES TO TRANSFERS TO MAKE THEM ONE-DIRECTIONAL CONCURRENT WITH THE IMPLEMENTATION OF THE ZONE-FARE SYSTEM;
- (v) THE VANCOUVER REGIONAL TRANSIT COMMISSION DIRECT STAFF TO PREPARE THE NECESSARY AMENDMENTS TO THE TRANSIT TARIFFS CONTAINED IN THE 1984-85 ANNUAL OPERATING AGREEMENTS WITH THE METRO TRANSIT OPERATING COMPANY AND WEST VANCOUVER TO REFLECT THE RECOMMENDED FARE PLAN.


Larry Ward
Assistant General Manager

Attach.



To: Chairman and Members of the
Vancouver Regional Transit Commission

Date: February 10, 1984

From: Larry Ward

File:

Subject: West Vancouver Fare Structure

1. Background

Since its inclusion within the jurisdiction of the Vancouver Regional Transit System, West Vancouver has had a separate fare structure. However discussions between the District of West Vancouver and the then transit municipality, the Greater Vancouver Regional District during 1981-82, apparently resulted in an agreement to integrate the fares over a two year period. The implementation of the Provincial Restraint Act subsequently interrupted this process with the result that the West Vancouver fare structure has not reached full integration with the rest of the Vancouver Regional Transit System.

2. The Issue

The current adult fare for West Vancouver is 65¢ (peak) and 55¢ (off-peak) compared with the 75¢ flat fare throughout the rest of the system. Concession fares and farecard prices are the same in both systems.

With the recommended adoption of the regional fare plan West Vancouver residents will face a larger percentage fare increase than other residents of the region making similar trips. This is due in part to the delay in bringing West Vancouver fares in line with the regional rates.

The West Vancouver fare would increase from 65¢ to \$1.00 during peak periods or 54%. A comparable trip from North Vancouver would see a fare increase from 75¢ to \$1.00 or a 33% increase. Passengers travelling from the North East Sector, Surrey, Delta and White Rock would be subject to a greater percentage increase with peak fares rising by 66.6% from 75¢ to \$1.25.

Local fares (within a single zone) and off-peak trips to Vancouver would rise from 75¢ to 85¢ (13%) for trips from North Vancouver and from 55¢ to 85¢ (55%) for West Vancouver services.

In summary although the fare plan proposes the same fares for West Vancouver as similar parts of the service area the increase in fares would be greater.

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3. Possible Approach

If the Commission wishes to consider reducing the immediate impact of the fare increase for West Vancouver and to re-establish the timetable for the integration of the West Vancouver fares with the rest of the service area, it may wish to consider the following strategy:

April 1, 1984

West Vancouver Adult fares increase to:

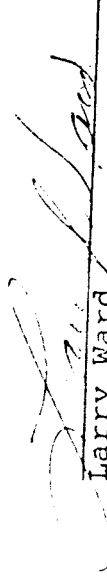
	<u>Single-Zone</u>	<u>Double-Zone</u>	<u>Multi-Zone</u>
(i) Peak	75¢	85¢	\$1.25
(ii) Off-Peak	75¢	75¢	75¢

Concession fares and FareCard to be charged at regional levels as is currently the case.

April 1, 1985

West Vancouver Fares to be fully integrated into the rest of the service area and treated in the same way as North Vancouver, Richmond, Burnaby and New Westminster.

It is estimated that a 12-month delay in the full integration of West Vancouver would result in a loss of revenue of approximately \$150,000.


Larry Ward
Assistant General Manager
Lower Mainland Division