
SUBJECT: FARE REVIEW

PURPOSE

The purpose of this report is to provide the Victoria Regional Transit Commission (the “Commission”) with fare review options for endorsement prior to public consultation. This report is presented to the Commission for **APPROVAL**.

BACKGROUND

At the previous Victoria Regional Transit Commission meeting on June 13, 2023 the Commission approved BC Transit staff to initiate the Fare Review process. Based on feedback received at this meeting, BC Transit has included in this report several fare change considerations for review and endorsement prior to undertaking public consultation.

DISCUSSION

To provide background and facilitate discussion, a Fare Review Report is included below. This report provides an analysis of the existing fares in the Victoria Regional Transit System to aid in decision making for the proposed fare changes. A review of existing pre-paid fare programs as well as supportive programs for vulnerable populations is also included.

With the approval of the Commission, BC Transit will take three selected fare change options forward for public consultation. Public consultation will consist of engagement through engage.bctransit.com that will be distributed via email and marketing efforts. BC Transit will also look to engage the public with in-person events where BC Transit staff can speak to the proposed changes.

A final report is planned to be provided to the Commission in February that will include the results of public consultation and internal BC Transit analysis. Within the final fare review report, BC Transit will recommend a fare change for approval and implementation in summer 2024.

RECOMMENDATION

It is recommended that the Victoria Regional Transit Commission **APPROVE** the following three fare change options be taken forward for public consultation:

- Option 1: \$2.75 Cash Fare and \$50.00 Concession Pass (A)
- Option 2: \$2.75 Cash Fare and \$55.00 Concession Pass
- Option 4: \$3.00 Cash Fare and \$50.00 Concession Pass



Victoria Regional Transit System Fare Review Report

Victoria Regional Transit Commission

August 29, 2023



Overview

BC Transit has prepared this report for the Victoria Transit Commission (The Commission) as part of the Fare Review process for the Victoria Regional Transit System (VRTS). The Commission has directed BC Transit to undertake this Fare Review at the recommendation of BC Transit. The fare strategy in the VRTS was last reviewed in 2016. Since this time, the VRTS has seen significant increases in operational costs due in part to the COVID-19 pandemic. Additionally, costs in the VRTS will continue to increase as BC Transit invests in infrastructure and service to meet the growing demand for transit service from an increasing population.

This fare review will focus on increasing fares to improve cost recovery in the VRTS while also ensuring that fares align with BC Transit's recommended Fare Guidelines. This report will also give an overview of the current fare revenue in the VRTS and provide a comparison to similarly sized Canadian transit systems. Furthermore, this report will review the existing supportive and pre-paid fare programs. BC Transit will then outline several fare change options to be considered and endorsed by the Commission prior to undertaking public consultation.

Fare Structure Review

The existing fare structure in the Victoria Regional Transit System (VRTS) has been in effect since 2016. With the previous fare review, pricing changes were not implemented for any fare types outside of the introduction of the DayPASS Onboard.

To anticipate the introduction of Umo, at the August 2022 meeting the Commission approved the removal of the discounted 10 Ticket fare type as a product within Umo. The 10 tickets will remain available for purchase as a physical fare product while the VRTS transitions to Umo, with the eventual elimination of the discounted tickets altogether.

Table 1: Existing Fare Structure

Fare Type	Audience	Price
Cash	All	\$2.50
10 Tickets	All	\$22.50
DayPASS Onboard	All	\$5.00
Adult Monthly Pass	Adult	\$85.00
Concession Monthly Pass	Senior/Youth	\$45.00

BC Transit Recommended Fare Guidelines

The BC Transit Fare Guidelines are used as guidance for any changes to fare strategy. The guidelines promote a balance between fare revenue maximization and ridership impacts. BC Transit's fare strategy focuses on fare products that are attractive to customers, marketable, encourage ridership, easy to sell, cost effective, and secure. The fare options included in this Fare Review report will aim to align with the Fare Guidelines wherever possible.

Table 2: BC Transit Recommended Fare Guidelines

Core Fare Product Structure		
Product	Audience	Price
Cash	All	Base
10 Tickets	All	9 Times Base Fare
DayPASS Onboard	All	2 Times Base Fare
Adult 30-Day Pass	All	20 to 30 Times Base Fare
Discount 30-Day pass	Senior/Student/Post-Secondary	Adult 30-Day Pass less 15%
No Fare Transfers*		
No Fare Zones**		

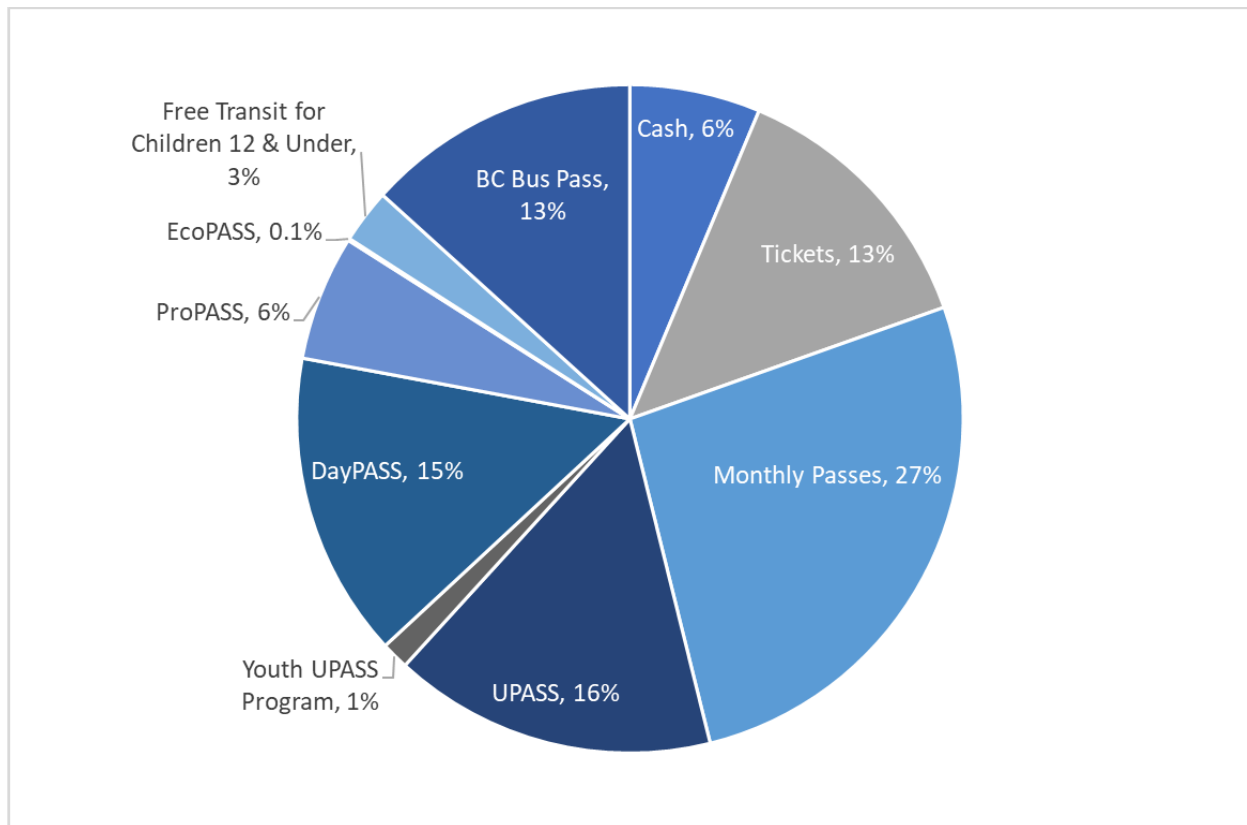
Sources of Fare Revenue

The VRTS currently has several sources of fare revenue from existing fare products, pre-paid fare programs, and programs for vulnerable populations. The largest source of fare revenue is generated from Monthly Passes, at 27%. Tickets currently generate 13% of overall revenues, however, they will no longer be an applicable fare type within Umo. The elimination of tickets was done to allow all riders to benefit from the use of fare capping within Umo. As traditional fare products are phased out gradually with the introduction of Umo, users of the ticket fares will adopt the full cash fare using the cash balance feature of Umo.

The Commission is currently able to make changes to all sources of fare revenue outside of the BC Bus Pass and Free Transit for Children 12 and Under Program, which are provincially-funded programs. BC Transit has existing agreements with the Provincial Government to implement these programs across all of BC Transit, and as such they do not fall under the Commission's influence.

The other fare products fall under the Commission's authority to change through Fare Reviews, and all will be discussed within this report.

Figure 1: 2022 Victoria Regional Transit Fare Revenue



Cash Fare

The current \$2.50 cash fare has been in effect for 13 years, with the last increase occurring in 2010 when it was increased from \$2.25. Since the previous fare increase, costs and service demands have increased substantially necessitating a review of the existing cash fare and the current cost recovery rate.

As outlined in the following section, when compared to similarly sized transit systems, the cash fare in the VRTS is the lowest among the transit systems selected and is well below the average fare of \$3.21.

DayPASS

The existing DayPASS was introduced as a result of a fare review in 2016, which eliminated the use of transfers in the VRTS in favour of the DayPASS onboard. The recommended fare structure prices the DayPASS as twice the cash fare, which the VRTS currently aligns with. Any increase in the base cash fare will result in an increase to the DayPASS rate as well. With the use of Umo, riders will now receive a DayPASS automatically when they have purchased two cash fares within one day.

Adult 30-Day Pass

The Adult 30-Day Pass in the VRTS is currently \$85.00. This rate was introduced in 2013 after a fare increase from the previous rate of \$82.50. The existing rate is above BC Transit's recommended Fare Guidelines of 20-30% the base cash fare rate. However, with any increases to the base cash fare, the Adult 30-Day Pass may subsequently align with Fare Guidelines.

When comparing the existing Adult 30-Day Pass to similarly sized transit systems in Canada, it is lower than the average fare of \$92.77.

Concession 30-Day Pass

The existing Concession (previously Senior/Youth) 30-Day Pass is currently underpriced when compared with BC Transit's recommended Fare Guidelines. The rate of \$45.00 was introduced in 2013 after a fare decrease from the previous rate of \$52.00. Along with being priced lower than is recommended, with the introduction of Umo, there presents an opportunity for riders outside of the Senior and Youth demographic to select a Concession 30-Day Pass when making a purchase incorrectly or fraudulently in Umo. The Concession 30-Day Pass is also priced well below the average Concession Pass fare found in similarly sized transit systems, which averages over \$65 dollars.

HandyDart

HandyDart currently utilizes the same fare products as traditional transit in the VRTS, apart from the DayPASS which is not an eligible fare product. With any fare changes to the existing Cash Fare, Adult 30-Day Pass, or Concession 30-Day Pass, HandyDart fares will also be increased. A strategy for future fare technology is currently being developed for HandyDart services, as Umo is currently not implemented.

U-Pass

The U-Pass program in the VRTS is currently utilized by The University of Victoria, Camosun College, and Royal Roads University. Participation is mandatory for all enrolled students and is included as a fee upon registration. BC Transit subsidizes the program and offers a semester pass at the same rate as that of an Adult 30-Day pass of \$85.00. As such, any changes to the existing Adult 30-Day Pass fare would increase the existing U-Pass rate and require a fare adjustment notice to Post-Secondary Institutions.

Youth U-Pass

The Youth U-Pass program is available to schools, local governments, and First Nations in Greater Victoria. It is currently utilized by the City of Victoria, Songhees and Esquimalt First Nations, St. Andrew's Regional High School, and Artemis Place Secondary. Participation is mandatory for all youth within a partnering municipality or organization, with the youth receiving a U-Pass that is valid for unlimited travel in the VRTS. BC Transit subsidizes the program and offers a monthly pass at the same rate as a Concession 30-Day pass divided by four months. Any change to the Concession 30-Day Pass would increase the cost to the Youth U-Pass Program and require a fare adjustment notice to existing organizations.

Comparison of Similar Transit Systems

To better evaluate the existing VRTS fares and determine appropriate pricing, a comparison between similarly sized Canadian transit systems was completed. The following table outlines several transit systems that serve similar population sizes and offer similar fare products. In all cases, the fares within the VRTS fall below the average fare found in all fare types.

Transit System	Population Served	Services Hour per Capita	Cash Fare	Adult Pass	Concession Pass*
Victoria Regional	391,169	2.07	\$2.50	\$85.00	\$45.00
Gatineau	290,283	2.12	\$4.00	\$100.00	\$54.00
Halifax	342,048	2.51	\$2.75	\$82.50	\$60.00
London	418,800	1.46	\$3.00	\$95.00	-----
Laval	443,004	1.56	\$3.50	\$99.00	\$65.00
Saskatoon	282,900	1.21	\$3.00	\$83.00	\$44.00
TransLink	2,765,065	3.05	\$3.15	\$104.90	\$104.90
Average		1.76	\$3.21	\$94.07	\$65.58

*Where multiple Concession Pass fares were available, the median fare was used

Supportive Transit Programs

The Victoria Regional Transit System has several programs that exist to ensure vulnerable populations have equitable access to transit.

BC Bus Pass Program

The BC Bus Pass Program is a province-wide program funded by the Ministry of Social Development and Social Innovation that provides a universal bus pass for low-income seniors and persons receiving disability assistance. As this program is funded by the Provincial Government and delivered in partnership with BC Transit, the Commission is not able to change the price or structure of the program.

Low-Income Transit Assistance Program (LITA)

Offered in the Victoria Regional Transit System, LITA is provided through a partnership with the Community Social Planning Council (CSPC). BC Transit provides tickets and passes at a 50% discount to the CSPC. The discounted transit products are distributed to organizations that have a mandate to work with low-income people that need access to critical programs and services. In 2022, LITA worked with 70 partner organizations to provide 2,000 monthly passes and 215,000 tickets to low-income people who require transit for health/medical/counselling, basic needs, children/family and employment related issues.

Refugee Pass Program

The Refugee Pass Program provides refugees in the Greater Victoria region temporary free transit for a one-year period to help support their transition to a new community. The Program was implemented in late 2015 to support an influx of incoming refugees to the community. On a monthly basis, a pre-determined quantity of monthly passes is delivered to the Inter-Cultural Association of Greater Victoria (ICA), who then distribute the passes to incoming refugees. BC Transit and the ICA administer the program together.

As of 2022, this program has distributed more than 8,300 adult monthly passes and 4,600 youth/senior monthly passes for a total of more than 12,900 monthly transit passes.

Pre-Paid Fare Programs

As outlined below, the VRTS has several pre-paid fare programs that secure annual revenue at scale. These programs provide ample opportunity to increase revenue for the VRTS and are a priority for BC Transit to increase their utilization.

ProPASS

ProPASS is an annual program available to employees through employer facilitated payroll deductions, offering employees unlimited travel on the Victoria Regional Transit System (excluding HandyDart) at a discounted rate. Current enrollment has over 70 employers providing over 2600 ProPASSes, generating over \$2.2 million in secured annual fare revenue in 2022. There is an opportunity to expand the program with improvements to administration now offered through Umo.

Currently, the discount offered is 14.2% off the cost of an Adult 30-Day transit pass. BC Transit recommends updating the discount to 15% to allow for easier communication, administration, and marketability of the program.

Based on 2022 figures, the estimated impact on annual revenue if the discount was increased to 15% would be marginal.

Large Employer Pass Agreement

Along with the ProPASS program, BC Transit has an approved discount for any large employers looking to purchase and sell monthly bus passes. Presently, a 10% discount is provided to employers, who must match the discount with a further 10% subsidy, bringing the total discount for employees up to 20%. Employers must be able to purchase 300 passes per month to qualify for the program.

Currently, The University of Victoria is the only active participant in this program.

EcoPASS

EcoPASS is an existing program for building developers in the VRTS who are seeking transit-based solutions for meeting their Transportation Demand Management (TDM) plans. In most cases, the EcoPASS is assigned as a requirement from the municipality when agreeing to parking variances. The EcoPASS program offers unlimited travel on the Victoria Regional Transit System (excluding HandyDart) through an annual bus pass purchased at a cost of \$1000.

The EcoPASS program is currently underutilized due to several challenges that have been brought to the attention of BC Transit through consultation with developers and municipal staff:

- Ongoing administration is required by the developer
- Competition from RideShare and Bike Storage (due to ease of use and impact)
- Does not offer a long-term transit solution
- No guarantee of use

BC Transit is currently reviewing a standardized discount structure that would address the existing issues with the EcoPASS program and provide new opportunities for large purchases of single ride fares to be distributed. A wide range of applications would apply, providing opportunities for conferences, events, and company-wide transit usage. BC Transit is currently undertaking a separate report to outline this new revenue opportunity for inclusion in the final fare review.

Fare Options

BC Transit has prepared several options below for consideration prior to commencing public consultation. The fare options were developed with the objective of maximizing revenue and ridership in the VRTS while also maintaining affordability. BC Transit sees the current fares in the VRTS as underpriced when compared to comparable transit systems and due to the extensive amount of time that has gone by since the last change to fare pricing.

As BC Transit has the current constraint of the Safe Restart Funding Agreement, all options include two proposed changes, one for 2024 and a subsequent change for 2025. The 2024 options include fare change increases that do not exceed an average of 2.3%, as agreed upon in the Safe Restart Funding Agreement. The 2025 increases are no longer held to this constraint and were developed based on comparable transit system fares and a focus on improving cost recovery. For future increases beyond 2025, BC Transit will have access to Umo data to further inform fare changes and provide ridership insights.

With all proposed changes to the Cash Fare, the existing DayPASS fare will also see a subsequent increase as the DayPASS fare will remain at two times the Cash Fare. With Umo, all riders will receive a DayPASS automatically when two Cash Fares are purchased in one day. As well, the U-PASS, and ProPASS rates are currently tied to the existing Adult 30-Day Pass fare, and any subsequent change to this rate will impact these programs fares and revenue. Lastly, the existing Youth U-PASS program is currently tied to the Concession 30-Day Pass rate, with any increase to the Concession 30-Day Pass increasing the revenue received from the Youth U-PASS program.

The quantitative analysis will provide an estimated impact to revenue and ridership in the VRTS. This analysis will be objective in nature and uses the Pham and Linsalata Bus Fare Elasticities rule for Smaller Cities (Less than One Million Population), which is commonly applied in transit fare analyses. Revenue estimates are based on historical weighted averages for each fare product category.

A summary of the proposed fare options can be found in Appendix B.

Fare Option 1: \$2.75 Cash Fare and \$50 Concession Pass (A)

This fare change offers a conservative option, with small increases to the Cash Fare and Concession 30-Day Pass proposed in 2024, with no change to the Adult Monthly Pass. In 2025, another small increase to these two fare types will also take place. With this fare option, the Adult 30-Day and Concession 30-Day Passes will continue to remain outside of BC Transit's Recommended Fare Guidelines.

Fare Type	Existing Fare	2024 Fare	2024 Change	2025 Fare	2025 Change	Fare Guidelines Variance
Cash Fare	\$2.50	\$2.55	\$0.05 ↑	\$2.75	\$0.20 ↑	-
DayPASS	\$5.00	\$5.10	\$0.10 ↑	\$5.50	\$0.40 ↑	-
Adult 30-Day Pass	\$85.00	\$85.00	-	\$85.00	-	+\$2.50
Concession 30-Day Pass	\$45.00	\$47.50	\$2.50 ↑	\$50.00	\$2.50 ↑	-\$22.25

This proposed fare option would increase annual revenue by an estimated \$291,372 (1%) in 2024, and \$710,103 (2%) in 2025. Ridership would see a marginal impact, decreasing by 128,426 (-1%) in 2024, and 275,870 (-1%) in 2025.

BC Transit is recommending Option 1 be included for public consultation as it better aligns fare options with recommended fare guidelines, produces an increase in revenue with small impacts to ridership, and considers affordability. As well, Option 1 presents a small increase to the Cash Fare and Concession 30-Day Pass in 2024 to distribute the increases over a two year period for both products.

Fare Option 2: \$2.75 Cash Fare and \$55 Concession Pass

This fare change option sees a large increase to the Concession 30-Day Pass over two years in an effort to bring the pass closer to BC Transit's recommended Fare Guidelines. The Cash Fare will also see a small increase in 2024 with a medium increase in 2025, and no subsequent change to the Adult 30-Day Pass as it continues to remain outside of BC Transit's recommended Fare Guidelines.

Fare Type	Existing Fare	2024 Fare	2024 Change	2025 Fare	2025 Change	Fare Guidelines Variance
Cash Fare	\$2.50	\$2.55	\$0.05 ↑	\$2.75	\$0.20 ↑	-
DayPASS	\$5.00	\$5.10	\$0.10 ↑	\$5.50	\$0.40 ↑	-
Adult 30-Day Pass	\$85.00	\$85.00	-	\$85.00	-	+\$2.50
Concession 30-Day Pass	\$45.00	\$47.50	\$2.50 ↑	\$55.00	\$7.50 ↑	-\$17.25

This proposed fare option would increase annual revenue by an estimated \$291,372 (1%) in 2024, and \$957,815 (3%) in 2025. Ridership would see a marginal impact, decreasing by 128,426 (-1%) in 2024 and 417,260 (-2%) in 2025.

BC Transit is recommending Option 2 be included for public consultation as it better aligns fare options with recommended fare guidelines, produces an increase in revenue with small impacts to ridership, and considers affordability. Option 2 also better aligns the Concession 30-Day Pass with BC Transit's Fare Guidelines.

Fare Option 3: \$2.75 Cash Fare and \$50 Concession Pass (B)

This fare option introduces a larger increase to the Cash Fare in 2024 with a subsequent smaller increase in 2025. The Concession 30-Day Pass fare will be increased to \$50.00 in 2025, which still falls well below the BC Transit recommended Fare Guidelines.

Fare Type	Existing Fare	2024 Fare	2024 Change	2025 Fare	2025 Change	Fare Guidelines Variance
Cash Fare	\$2.50	\$2.70	\$0.20 ↑	\$2.75	\$0.05 ↑	-
DayPASS	\$5.00	\$5.40	\$0.40 ↑	\$5.50	\$0.10 ↑	-
Adult 30-Day Pass	\$85.00	\$85.00	-	\$85.00	-	+\$2.50
Concession 30-Day Pass	\$45.00	\$45.00	-	\$50.00	\$5.00 ↑	-\$22.25

This proposed fare option would increase annual revenue by an estimated \$576,534 (2%) in 2024, and \$416,578 (1%) in 2025. Ridership would see a negative impact, decreasing by 209,794 (-1%) in 2024 and 200,870 (-1%) in 2025.

BC Transit is not recommending Option 3 for public consultation, although the end result is the same as Option 1, this option does not increase the Concession 30-Day Pass in the 2024 fare changes which is preferred.

Fare Option 4: \$3.00 Cash Fare and \$55 Concession Pass

This fare change option will increase the Cash Fare to \$3.00 over two years. This Cash Fare increase will still be in line with comparable transit systems where the average Cash Fare was \$3.21. With a \$3.00 Cash Fare, the existing Adult 30-Day Pass would be aligned with BC Transit's recommended Fare Guidelines. Lastly, the Concession 30-Day Pass would see a medium increase in 2025 to bring it closer to BC Transit's recommended Fare Guidelines, although it would still fall outside of recommendations.

Fare Type	Existing Fare	2024 Fare	2024 Change	2025 Fare	2025 Change	Fare Guidelines Variance
Cash Fare	\$2.50	\$2.70	\$0.20 ↑	\$3.00	\$0.30 ↑	-
DayPASS	\$5.00	\$5.40	\$0.40 ↑	\$6.00	\$0.60 ↑	-
Adult 30-Day Pass	\$85.00	\$85.00	-	\$85.00	-	-
Concession 30-Day Pass	\$45.00	\$45.00	-	\$55.00	\$10.00 ↑	-\$17.25

This proposed fare option would increase annual revenue by an estimated \$576,534 (2%) in 2024, and \$1,315,029 (4%) in 2025. Ridership would see a negative impact, decreasing by 209,794 (-1%) in 2024 and 591,217 (-3%) in 2025.

BC Transit is recommending Option 4 be included for public consultation as it best aligns fare pricing with recommended Fare Guidelines over all other options. This option also produces a significant increase in revenue with limited impacts to ridership, while keeping fares below the average found in similarly sized Transit Systems.

Fare Option 5: \$3.00 Cash Fare, \$55 Concession Pass, and \$90 Adult Pass

The last fare option proposed by BC Transit would produce the largest increase in revenue in 2025 due to a large increase to the Cash Fare, Concession 30-Day Pass, and Adult 30-Day Pass. The increased Adult 30-Day Pass would continue to be within BC Transit's recommended Fare Guidelines and is still below the average fare found in comparable transit systems. The Concession 30-Day Pass would continue to remain outside of BC Transit's recommended Fare Guidelines.

Fare Type	Existing Fare	2024 Fare	2024 Change	2025 Fare	2025 Change	Fare Guidelines Variance
Cash Fare	\$2.50	\$2.55	\$0.05 ↑	\$3.00	\$0.45 ↑	-
DayPASS	\$5.00	\$5.10	\$0.10 ↑	\$6.00	\$0.90 ↑	-
Adult 30-Day Pass	\$85.00	\$85.00	-	\$90.00	\$5.00 ↑	-
Concession 30-Day Pass	\$45.00	\$47.50	\$2.50 ↑	\$55.00	\$7.50 ↑	-\$21.50

This proposed fare option would increase annual revenue by an estimated \$291,372 (1%) in 2024, and \$2,117,173 (7%) in 2025. Ridership would see a decrease with a reduction in ridership of 128,426 (-1%) in 2024 and 743,983 (-4%) in 2025.

BC Transit is not recommending Option 5 be brought forward for public consultation, although it produces the largest revenue increase, it also has the largest impact to ridership due to large increases to all fare products.

Recommendations

It is recommended that the Victoria Regional Transit Commission **APPROVE** the following three fare change options be taken forward for public consultation:

- Option 1: \$2.75 Cash Fare and \$50.00 Concession Pass (A)
- Option 2: \$2.75 Cash Fare and \$55.00 Concession Pass
- Option 4: \$3.00 Cash Fare and \$50.00 Concession Pass

Appendix A: Fare Option Summary

Fare Type	Existing Fare	Option 1			Option 2			Option 3			Option 4			Option 5		
		2024	2025	Fare Strategy Variance	2024	2025	Fare Strategy Variance	2024	2025	Fare Strategy Variance	2024	2025	Fare Strategy Variance	2024	2025	Fare Strategy Variance
Cash	\$2.50	\$2.55	\$2.75	-	\$2.55	\$2.75	-	\$2.70	\$2.75	-	\$2.70	\$3.00		\$2.55	\$3.00	
DayPASS	\$5.00	\$5.10	\$5.50	-	\$5.10	\$5.50	-	\$5.40	\$5.50	-	\$5.40	\$6.00		\$5.10	\$6.00	
Adult 30-Day Pass	\$85.00	\$85.00	\$85.00	+\$2.50	\$85.00	\$85.00	+\$2.50	\$85.00	\$85.00	+\$2.50	\$85.00	\$85.00	-	\$85.00	\$90.00	-
Concession 30-Day Pass	\$45.00	\$47.50	\$50.00	-\$22.25	\$47.50	\$55.00	-\$17.25	\$45.00	\$50.00	-\$22.25	\$45.00	\$55.00	-\$17.25	\$47.50	\$55.00	-\$21.50
U-Pass	\$21.25	\$21.25	\$21.25	-	\$21.25	\$21.25	-	\$21.25	\$21.25	-	\$21.25	\$22.50	-	\$21.25	\$22.50	-
Youth U-Pass	\$11.88	\$11.88	\$12.50	-	\$11.88	\$13.75	-	\$11.25	\$12.50	-	\$11.25	\$13.75	-	\$11.88	\$13.75	-
ProPASS	\$72.96	\$72.96	\$72.96	-	\$72.96	\$72.96	-	\$72.96	\$72.96	-	\$72.96	\$72.96	-	\$72.96	\$76.50	-

		Option 1		Option 2		Option 3		Option 4		Option 5	
		2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Revenue Impact		\$291,372 (1%)	\$710,103 (2%)	\$291,372 (1%)	\$957,815 (3%)	\$576,534 (1%)	\$416,578 (1%)	\$576,534 (1%)	1,315,029 (4%)	\$291,372 (1%)	\$2,117,173 (7%)
Ridership Impact		-128,426 (-1%)	-275,870 (-1%)	-128,426 (-1%)	-417,260 (-2%)	-209,794 (-1%)	-200,870 (-1%)	-209,794 (-1%)	-591,217 (-3%)	-128,426 (-1%)	-743,983 (-4%)