



Fare Review South Okanagan Transit System

April 7, 2026



Fare Review Objective

- Utilize BC Transit's recommended Fare Strategy to account for inflation and operational costs in proposed fare recommendations

Optimize revenue

Attract and retain ridership

Maintain affordability

2026 Fare Review Objective

- Optimize revenues
- Maximize use of Umo
- Equity considerations
- Consider new pre-paid fare programs into the system

Fare Review Timeline

April 2026

- BC Transit initiates Fare Review process

Early June 2026

- Finalized Fare Review Recommendations presented for approval

Spring 2027

- Marketing Campaign to notify riders
- 12 weeks required between approval and fare change in-effect

April 2027

- Fare Change in Effect

Current Fare Structure – Local Fares

| Fare Type | Fare Strategy Guidelines | South Okanagan Fare | Variance |
|---|--|---------------------|-------------------------------------|
| Single Ride (Cash) | Base Fare | \$2.25 | |
| DayPASS | 2 times Base | \$4.50 | 2 times base, Aligned |
| 10-Rides | 9 times base | - | |
| Adult 30-Day Pass | 20 – 30 times Base Fare | \$45 | 20 times base, Aligned |
| Concession* 30-Day Pass (High School Student and Senior) | Adult 30-Day Pass less 15% | \$35 | 22% discount, 7% variance |
| HandyDART Single Ride Fare | Same as Conventional Single Ride Fare | \$2.25 | Aligned |
| On-Request (Summerland and Princeton) | Same as Conventional Single Ride Fare | \$2.25 | Aligned |

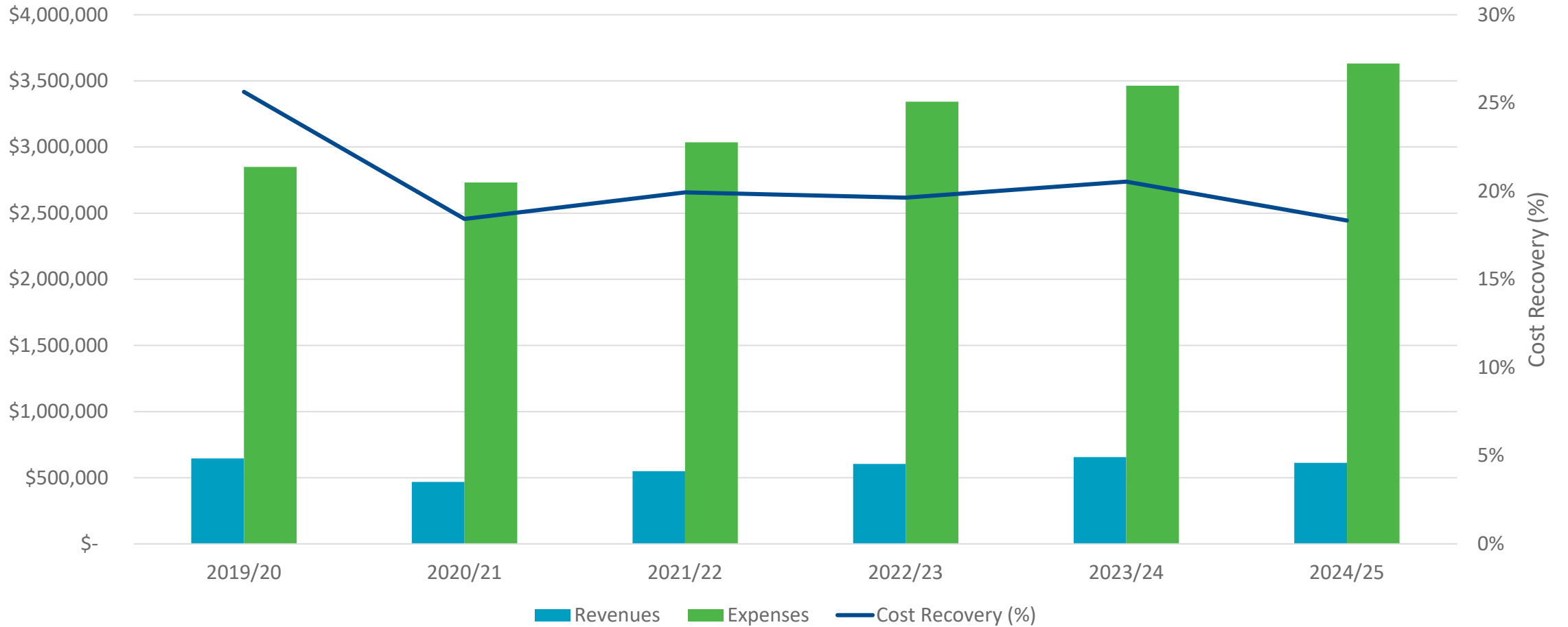
Current Fare Structure – Regional Fares

| Fare Type | Fare Strategy Guidelines | South Okanagan Fare | Variance |
|---|--|---------------------|---|
| Single Ride (Cash) | Base Fare | \$4 | |
| DayPASS | 2 times Base | \$8 | 2 times base, Aligned |
| 10-Rides | 9 times base | - | |
| Adult 30-Day Pass | 20 – 30 times Base Fare | \$60 | 15 times base 5-15 times variance |
| Concession* 30-Day Pass (High School Student and Senior) | Adult 30-Day Pass less 15% | \$40 | 22% discount, 7% variance |
| On-Request (Summerland and Princeton) | Same as Conventional Single Ride Fare | \$4 | Aligned |

Current Fare Structure – Regional Fares – Kelowna to Penticton (Route 70)

| Fare Type | Fare Strategy Guidelines | South Okanagan Fare | Variance |
|---|----------------------------|---------------------|---------------------------|
| Single Ride (Cash) | Base Fare | \$5.00 | |
| DayPASS | 2 times Base | - | - |
| 10-Rides | 9 times base | \$45.00 | Aligned |
| Adult 30-Day Pass | 20 – 30 times Base Fare | \$100 | 20 times base, Aligned |
| Concession* 30-Day Pass (High School Student and Senior) | Adult 30-Day Pass less 15% | \$85 | 15% discount, Aligned |

Annual Performance Summary – Penticton Cost Recovery



Transfer Policy

Current policy: 90-Minute Transfer

South Okanagan Similkameen Transit allows riders to travel on the next connecting bus within 90 minutes of trip departure without an additional fare.

- Free transfers are granted:
 - When connecting between two local routes
 - When connecting onto a local route from a regional route
 - When connecting between two regional routes

Considerations

- A top-up of \$1.75 is required when connecting from a local route to a regional route
- DayPASS or Transfers are not applicable on the 70 Kelowna to Penticton

- Cash users receive a paper transfer from driver
- Paper transfer is difficult to validate for drivers
- Umo users have a transfer automatically applied

Affordability Programs – Funded by BC Government

BC Bus Pass

- Universal bus pass for low-income seniors and persons receiving disability assistance, providing unlimited access on any scheduled BC Transit bus.
 - A [low-income senior](#) = **\$45 annual pass**
 - Receiving [disability assistance](#) = **\$0**
- Participants register [online](#), via phone, email, mail, fax
- [Learn More](#)

Funded by



Ministry of
Social Development
and Poverty Reduction

Free Transit for 12 and Under

- Children aged 6 to 12 are now able to ride conventional and handyDART buses for free, unaccompanied and without requiring a fare product or identification.
- Children aged 5 and under must be accompanied by someone 12 years or older to ride the bus and must board and depart at the same stop as their guardian.
- [Learn More](#)

Get on board!

KIDS 12 & UNDER RIDE FREE

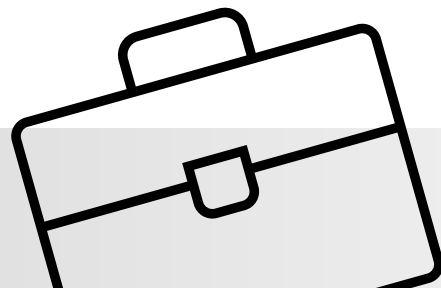


New Pre-Paid Fare Programs - ProPASS

- **ProPASS**
 - **Annual program** available to employees through employer facilitated payroll deductions
 - To qualify employers must have at least five employees willing to enroll for a one-year period.
- **Recommended pricing:** Adult Pass Rate less 15 per cent

Enrolled employees receive unlimited travel in their local transit system at a discounted rate, to further incentivize transit usage

Employers reduce parking demands and costs, demonstrate action on climate, and improve recruitment and retention



New Pre-Paid Fare Programs - EcoPASS

- A transit fund created via a bulk purchase discount structure that enables secure stable revenue in the form of pre-purchased fare revenue
- Administered by BC Transit through Umo

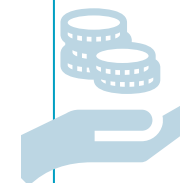
| Transit Fund | Discount % |
|--------------|------------|
| \$5,000 | 5.00% |
| \$10,000 | 5.50% |
| \$20,000 | 6.00% |
| \$30,000 | 6.50% |
| \$40,000 | 7.00% |
| \$50,000 | 7.50% |
| \$100,000 | 10.00% |
| \$150,000 | 12.50% |
| \$200,000 | 15.00% |



Property developers establish a transit fund for occupants of residential buildings to access



Employers provide transit fund available to all employees



Social services agencies can use it to provide transit access for their target audience until the fund is extinguished

Fare Capping Policy (Automatic DayPASS)

Policy in consideration: Automatic DayPASS

Replacing transfers with automatic DayPASS which allows for unlimited rides all day, for two Single Ride fares

- Provides increased value and ease of use for riders
- Umo utilizes fare capping to automatically apply DayPASS fare for Umo cash balance users
- Riders using cash can purchase a paper DayPASS from their bus driver at the time of boarding

Considerations

- To allow for fare capping and simplify fare structure 10-Rides and pre-purchased DayPASS product would be phased out
- Evaluation on the merit of having one fare structure for both local and regional routes, to further support Automatic DayPASS