



## What is the Service?

Transit Services provide citizens with a safe, reliable, efficient and affordable means of traveling to work, school, home or play. Greater use of public transit systems in a community eases traffic congestion and improves air quality.

*Specific objectives include:*

- Providing mobility options for all residents to ensure access to work, education, health care, shopping, social and recreational opportunities
- Providing affordable transit for everyone in the community, while being fiscally responsible to taxpayers and supporting the goal of improving the environment
- Ensuring services and costs reflect and encourage residential and commercial growth

## Influencing Factors:

**Demographics:** Average household income, auto ownership rates, age of population and communities with higher immigrant levels impact transit market share.

**Economic Conditions:** Fare increases, fluctuations in commodity and energy prices, foreign exchange rates, magnitude of external contracting and contractual obligations with labour.

**Environmental Factors:** Such as topography and climate.

**Nature of Transit:** Diversity and number of routes, proximity and frequency of service, service coverage and hours of operation, automated fare systems, GPS, advance and delay traffic signals and the use of dedicated bus lanes. Subway systems can involve much more costly infrastructure to be maintained.

**Non-Residents:** Catchment area for transit riders may extend beyond municipal boundaries.

**Size of Service Area:** Higher costs per capita to service large geographic areas with small populations. Higher density development corridors and contiguous development contribute to a lower cost per capita. Service and costs are also affected by type of development, topography, density and total population.

**Transit System and Vehicles:** Loading standards of vehicles, composition of fleet (bus, subway or LRT) diesel vs. natural gas, high floor versus low floor accessible and age of fleet.

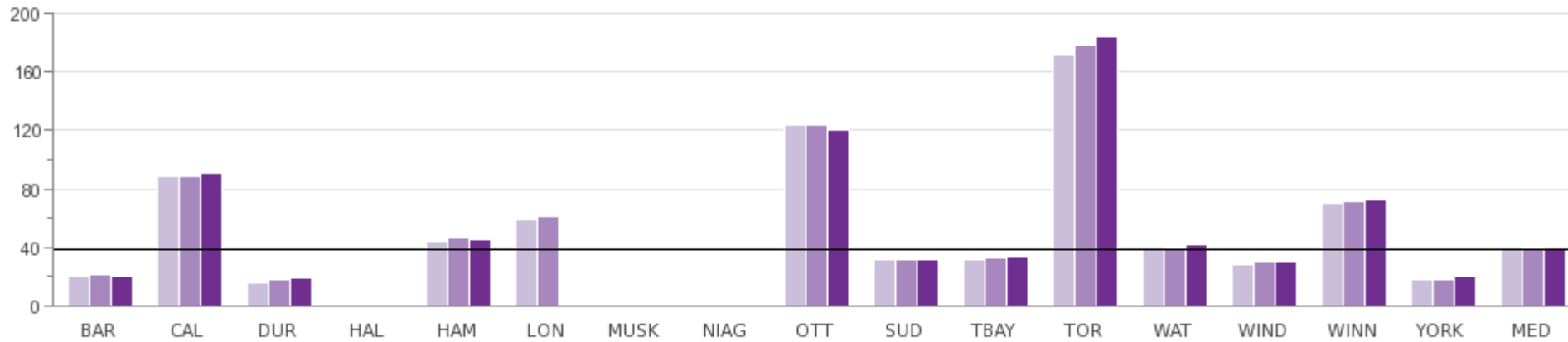
## Additional Information

*York Region experienced a labour disruption in 2012 and therefore results may not be comparable.*

# Transit

## How often do people take public transit?

Fig 32.1 Number of Conventional Transit Trips per Capita in Service Area



2010	20	88	16	N/A	44	59	N/A	N/A	124	31	32	172	38	28	70	18	38
2011	21	88	18	N/A	46	61	N/A	N/A	124	32	33	179	39	30	72	18	39
2012	20	91	19	N/A	45	N/A	N/A	N/A	120	32	34	184	42	30	73	20	38

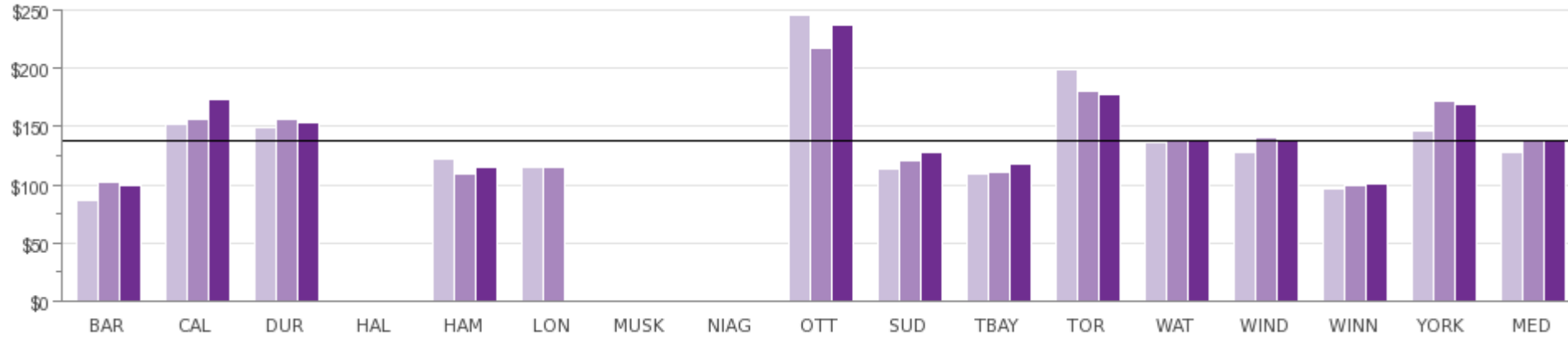
Source: TRNT105 (Community Impact)

Note: Conventional transit includes all modes with the exception of specialized and door-to-door services for persons with disabilities.

Comment: Toronto has a higher transit use per person due to their extensive transit system which includes the subway, close proximity of residents to at least one mode of transit and non-resident travel.

## What is the total cost to operate a transit vehicle for each hour the vehicle is in service?

Fig 32.2 OMBI Total Cost per Transit In-service Vehicle Hour (includes amortization)



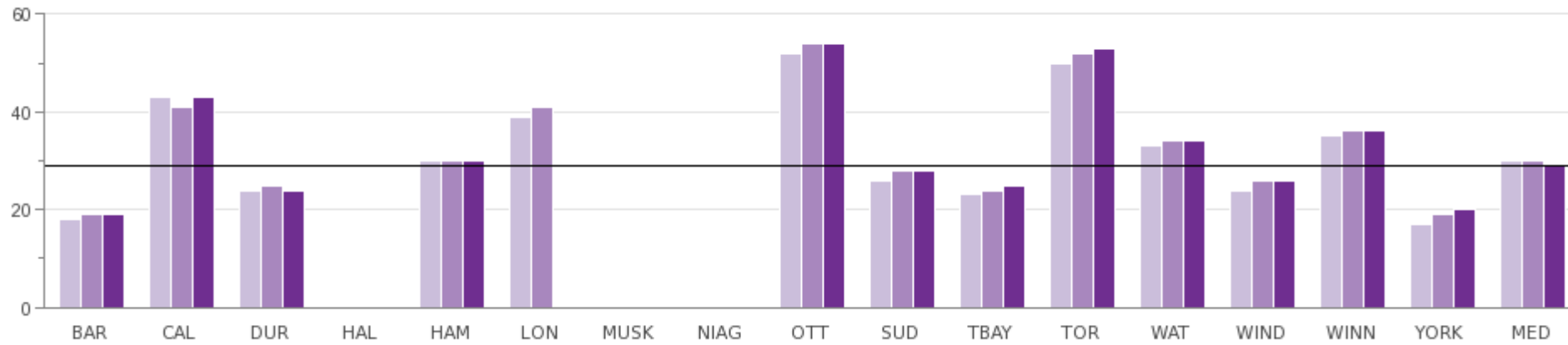
2010	\$87	\$152	\$149	N/A	\$122	\$115	N/A	N/A	\$246	\$114	\$109	\$199	\$137	\$128	\$97	\$146	\$128
2011	\$102	\$156	\$157	N/A	\$109	\$115	N/A	N/A	\$218	\$121	\$111	\$180	\$138	\$140	\$99	\$172	\$138
2012	\$100	\$174	\$153	N/A	\$115	N/A	N/A	N/A	\$238	\$128	\$118	\$178	\$138	\$139	\$101	\$169	\$139

Source: TRNT305T (Efficiency)

Comment: Municipal results are influenced by service design and delivery such as the diversity and number of routes, the frequency and hours of service and the type of transit vehicle used. For example, Ottawa relies on interlining in bus scheduling as the most efficient way to run their service; however interlining creates significant deadheading which is not captured in this measure. In addition, the City of Ottawa uses high-capacity vehicles which provide more capacity for the same service hours and cost more to operate than a conventional 40 foot bus.

## How well utilized are transit vehicles?

Fig 32.3 Passenger Trips per In-service Vehicle Hour



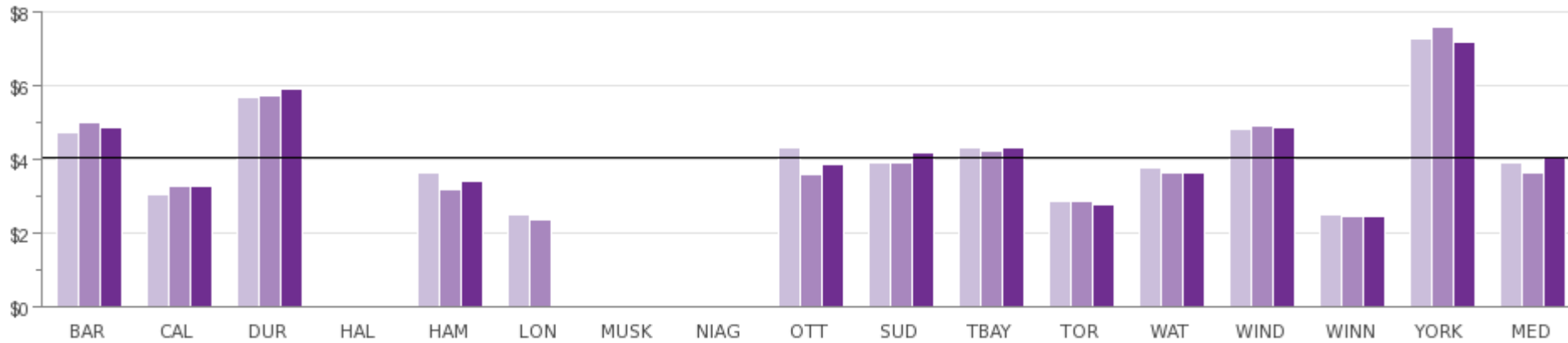
2010	18	43	24	N/A	30	39	N/A	N/A	52	26	23	50	33	24	35	17	30
2011	19	41	25	N/A	30	41	N/A	N/A	54	28	24	52	34	26	36	19	30
2012	19	43	24	N/A	30	N/A	N/A	N/A	54	28	25	53	34	26	36	20	29

Source: TRNT340 (Efficiency)

Comment: The measure provides an indication of how productive a transit system is providing service. The higher the ratio of passenger trips to in-service vehicle hour - the greater the usage level of the transit services.

## How much does it cost to provide a passenger trip?

Fig 32.4 Operating Cost for Conventional Transit per Regular Service Passenger Trip



2010	\$4.74	\$3.06	\$5.67	N/A	\$3.63	\$2.50	N/A	N/A	\$4.34	\$3.89	\$4.32	\$2.84	\$3.78	\$4.80	\$2.49	\$7.28	\$3.89
2011	\$4.98	\$3.26	\$5.75	N/A	\$3.19	\$2.37	N/A	N/A	\$3.61	\$3.90	\$4.21	\$2.84	\$3.62	\$4.90	\$2.43	\$7.62	\$3.62
2012	\$4.85	\$3.27	\$5.93	N/A	\$3.41	N/A	N/A	N/A	\$3.88	\$4.18	\$4.32	\$2.77	\$3.64	\$4.86	\$2.47	\$7.18	\$4.03

Source: TRNT901M (Efficiency)

Comment: The measure examines efficiency from a utilization perspective and takes into consideration only the actual use of the available transit supply. Results are influenced by factors unique to each municipality such as level of transit investment, size and density of the service area, cost escalation and service levels.