

33 Transit



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: 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.

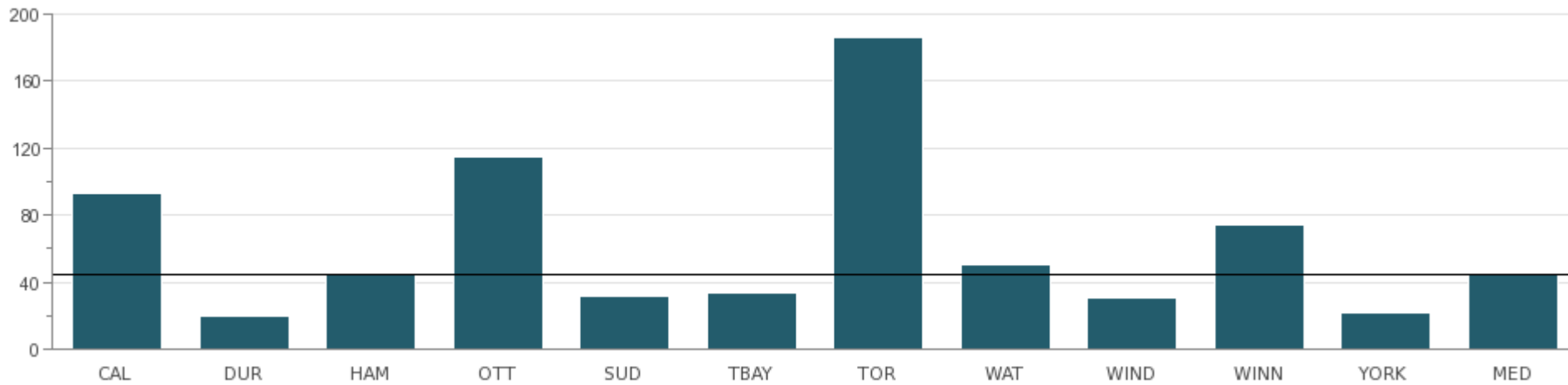
Size of Service Area: Higher costs per capita to service large geographic areas with small populations. Higher density development corridors and contiguous development contribute to a lower cost per capita. Service and costs are also affected by type of development, topography, density and total population.

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

Transit

How often do people use public transit?

Fig 33.1 Number of Regular Service Passenger Trips per Capita in Service Area



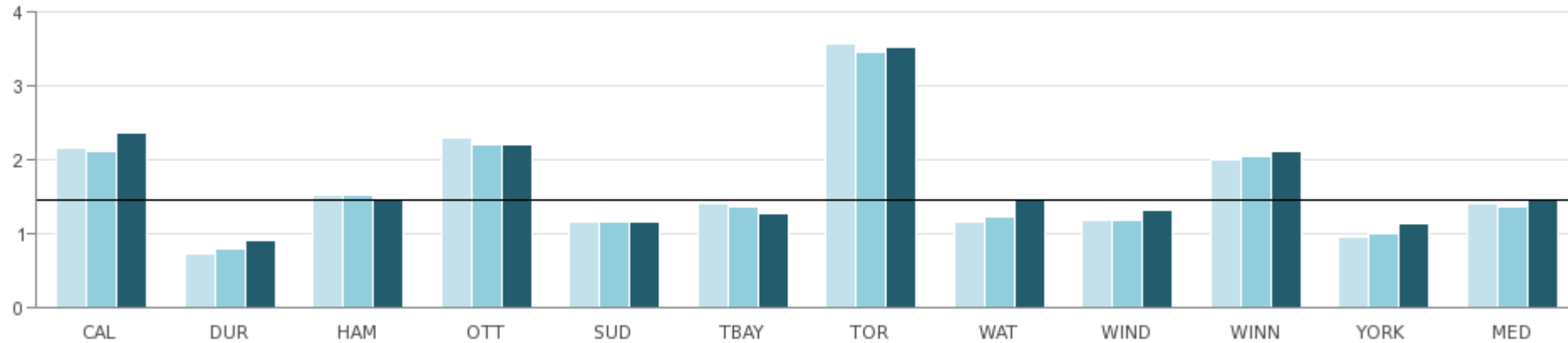
2013	93.5	19.5	44.8	115.1	31.6	33.4	185.9	50.5	30.4	74.5	21.5	44.8
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Source: TRNT106 (Service Level)

Note: The population used in this measure is based on the service area population as per CUTA (Canadian Urban Transit Association).

How many hours are public transit vehicles in service per capita?

Fig 33.2 Revenue Vehicle Hour per Capita in Service Area



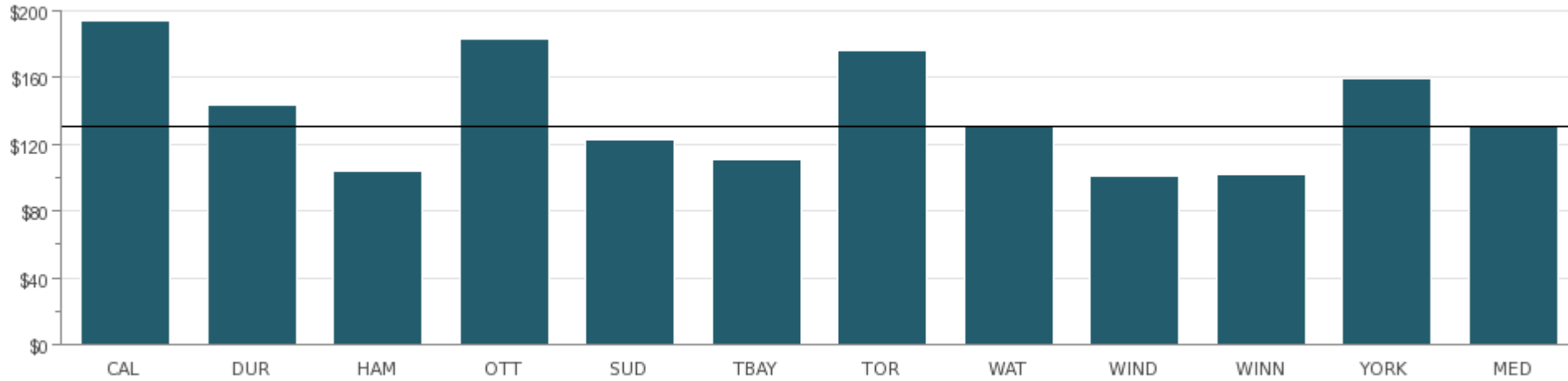
2011	2.17	0.73	1.51	2.30	1.15	1.40	3.57	1.15	1.18	2.00	0.95	1.40
2012	2.12	0.80	1.52	2.21	1.15	1.37	3.46	1.23	1.18	2.04	1.00	1.37
2013	2.36	0.91	1.46	2.20	1.15	1.28	3.53	1.47	1.32	2.11	1.14	1.46

Source: TRNT210 (Efficiency)

Comment: The population used in this measure is based on the service area population as reported in CUTA.

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

Fig 33.3 OMBI Total Cost (Expenses) per Revenue Vehicle Hour (includes amortization)

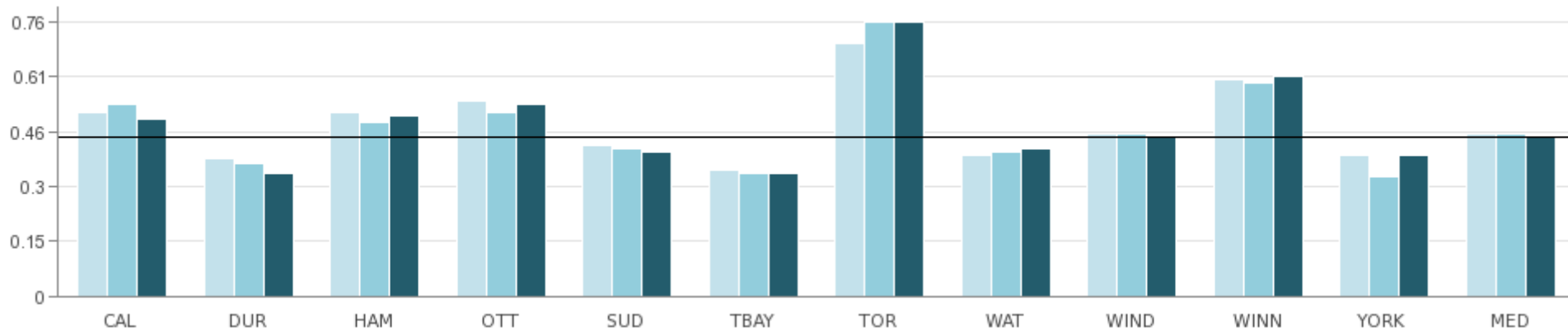


2013	\$194	\$144	\$104	\$183	\$123	\$111	\$176	\$131	\$101	\$102	\$159	\$131
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Source: TRNT220T (Efficiency)

What is the revenue to cost ratio?

Fig 33.4 CUTA R/C Ratio (Revenue/Cost Ratio)



2011	0.51	0.38	0.51	0.54	0.42	0.35	0.70	0.39	0.45	0.60	0.39	0.45
2012	0.53	0.37	0.48	0.51	0.41	0.34	0.76	0.40	0.45	0.59	0.33	0.45
2013	0.49	0.34	0.50	0.53	0.40	0.34	0.76	0.41	0.44	0.61	0.39	0.44

Source: TRNT317 (Efficiency)

Note: York Region experienced a labour disruption in 2012; therefore results may not be comparable.

