



Committee of the Whole Transit Roundtable Discussion

Engineering, Planning &
Environment Division

simcoe.ca

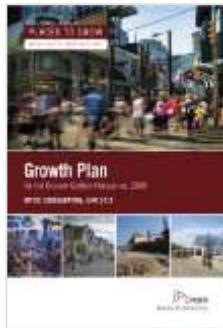
Presentation Overview

- Background
- Benefits of Transit
- County Transit Feasibility and Implementation Study
- Consultation Process
- Financial and Implementation Plan
 - Funding Options
 - Implementation Options
 - Business Plan Options and Alternatives
- Next Steps



Studies and Policy documents

2006



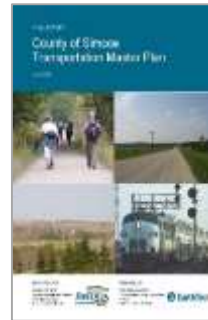
Growth Plan
for the
Greater
Golden
Horseshoe,
2006



IGAP for
Simcoe County,
Barrie and
Orillia

Implementation
Assessment
Report (August
2006)

2008



County of
Simcoe
Transportation
Master Plan,
2008

2009



Places to
Grow
Simcoe Area:
A Strategic
Vision for
Growth,
2009

2014



MTO
Simcoe Area
Multimodal
Transportation
Strategy, 2014



County of
Simcoe
Transportation
Master Plan
Update, 2014

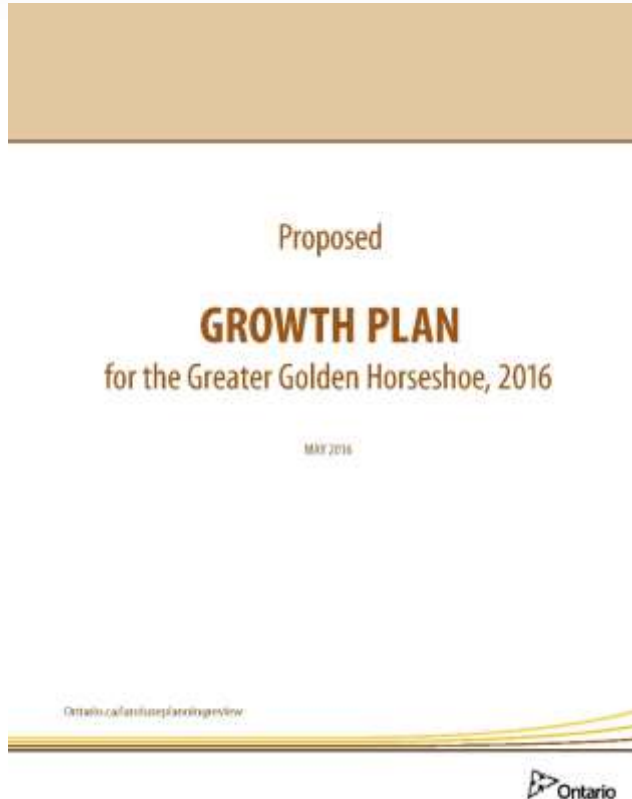
2016



Proposed
Growth Plan
for the
Greater
Golden
Horseshoe,
2016



Land-use & Places to Grow



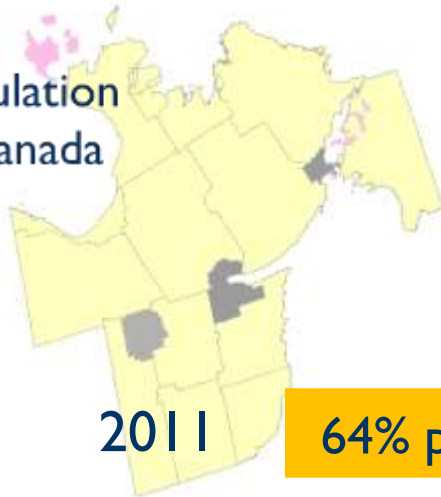
- Provides specific policy which strategically support growth
- Emphasis on transit-supportive land use planning
- Transit first transportation priority for planning and investment
- Design neighbourhoods and communities that will be/are transit- supportive
 - Meet density and intensification targets & mix use
 - Introduces term “Transit Service Integration”
 - Reduce operating costs and increase transit culture



Expected Growth

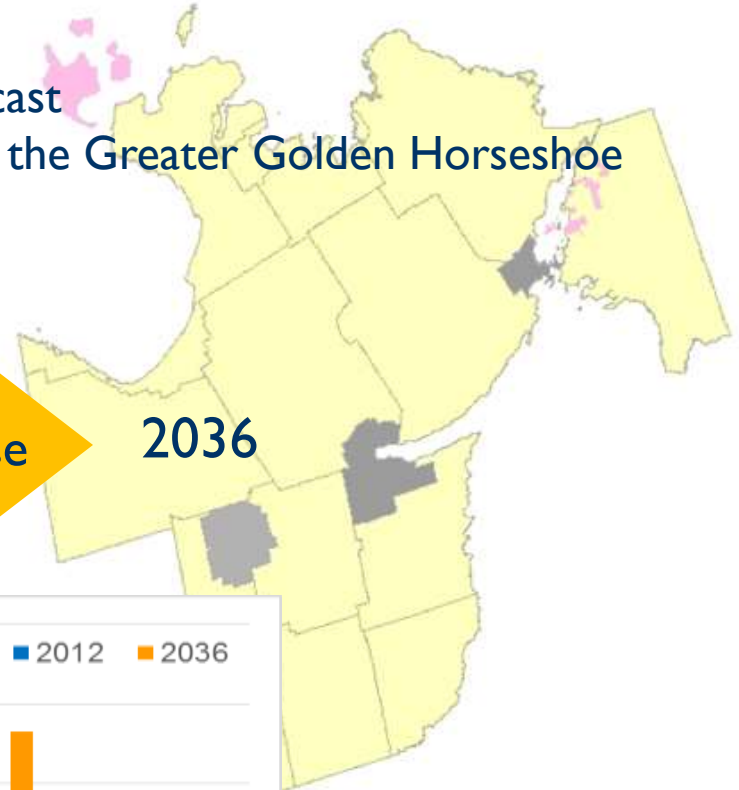


2011 Population
Census Canada
277,262



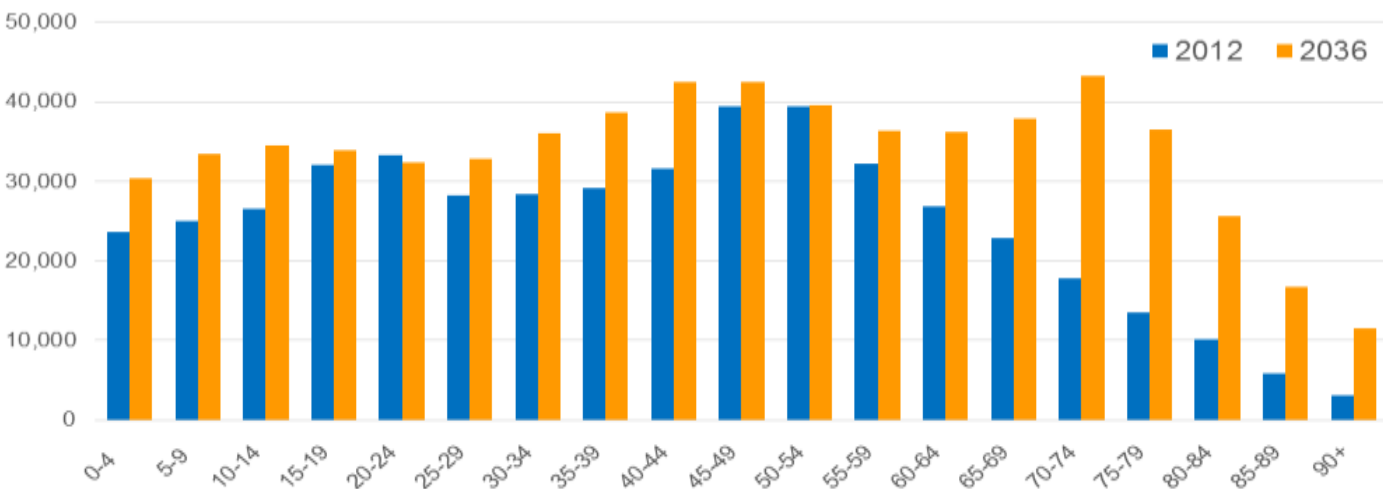
2011

Population Forecast
Growth Plan for the Greater Golden Horseshoe
456,000



2036

64% population increase



Sources: Statistics Canada population estimates, 2012, and Ontario Ministry of Finance projections

Benefits for County-wide transit



Promote independent living



Provide affordable transportation options



Supports greater travel opportunities



Supports County growth, transport, environmental policies



Expand economic opportunities



Supports other County initiatives

Independent Living

- The alternative means of travel for transit users, which usually involves the purchase of an automobile or paying for a taxi ride which are often more expensive, whereas transit offers:
 - lower-cost trips,
 - new trips are made, and
 - relocation avoidance

- Transit service reduces the likelihood of transportation-disadvantaged individuals experiencing isolation and depression



Travel Opportunities

- Transit systems in rural and small urban areas are often viewed as valuable community assets due to the increased mobility they provide to those without other means of travel, such as students and seniors

- Transit provides access to work, health care, education, shopping, etc.,
 - additional trips will be made for these purposes,
 - resulting in increased earnings & improved health, and
 - involvement in social activities & additional spending in the local community



Economic Development



The Growth Plan for the Greater Golden Horseshoe identifies several strategic areas in Simcoe County for employment growth outside the urban areas

- this will increase the potential travel market demand beyond local municipal transit services



Affordable Transportation

- By increasing the number of trips made and making it possible for individuals without other means of travel to continue living in their community, transit service has the impact of increasing spending in the community and inducing additional economic activity

- Transit provide rides to those with no mobility, who otherwise would not make the trip



Supports Environmental Policies

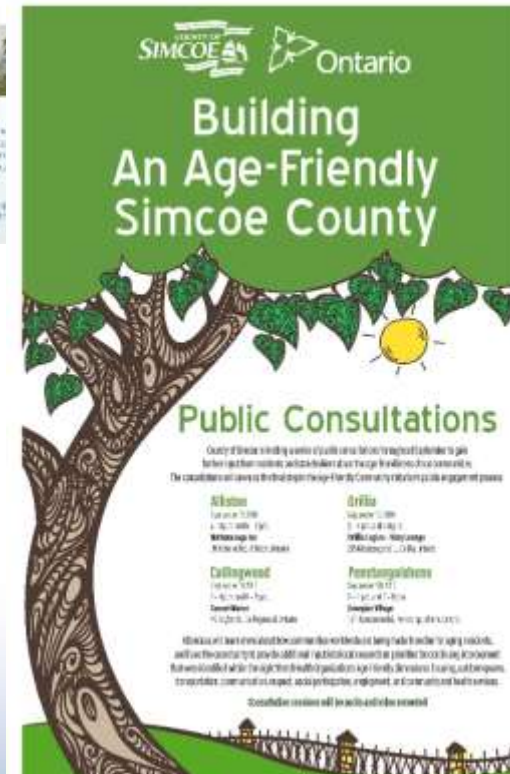
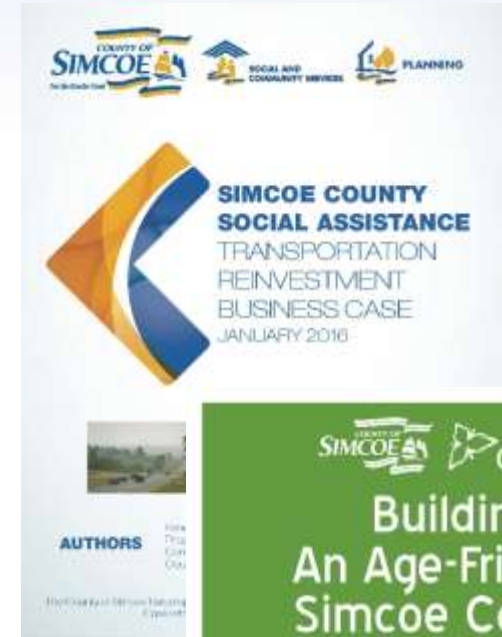
- Ontario's Climate Change Action Plan proposes to strengthen climate change policies in the municipal land-use planning process
 - Improve air quality
 - Facilitate transit supportive land use
 - Reduce green house gas emissions
 - Decrease travel demand



Supports other County Initiatives



- Ontario Works Bus Pass program
- County's Age-Friendly Communities project
- Community Transportation (CT) Link
- Reduce the costs of providing non-urgent ambulance transport
- County's Trails strategy and the Cycle Simcoe initiative.



Challenges for Simcoe County

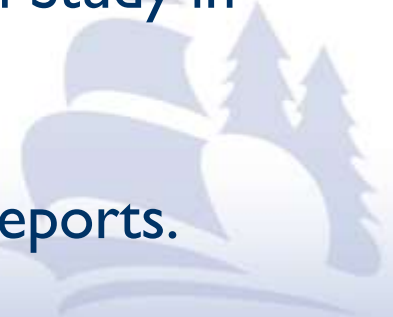


- Small and rural Canadian communities face challenges providing transit services
 - Disbursed population
 - Large geography
 - Determine suitable approaches to planning for transit and the range of solutions appropriate for providing transit is broader for small communities

Identified need for Transit

June 3, 2014 Council Strategic Session Minutes

- long-term benefits of transportation links between communities, ie. accessibility to services; employment.
- opportunities for expanding existing services and for developing partnerships in creating community linkages.
- opportunity for the County to have a leadership role - "for the greater good".
- important to initiate a feasibility and implementation study to identify existing public transportation capacity, partnerships and opportunities.
- County staff, in consultation with Steer Davies Gleave initiated the Transit Feasibility and Implementation Study in January 2015.
- The study process is comprised of three interim reports.



Interim Reports 1 & 2



- ✓ 1. Conduct project initiation
- ✓ 2. Develop consultation plan
- ✓ 3. Complete a needs and opportunities assessment



- ✓ 4. Develop vision, goals, and objectives
- ✓ 5. Identify and assess service delivery approaches
- ✓ 6. Develop and evaluate service options
- ✓ 7. Develop prioritization plan for intermediate phases



Study Objectives



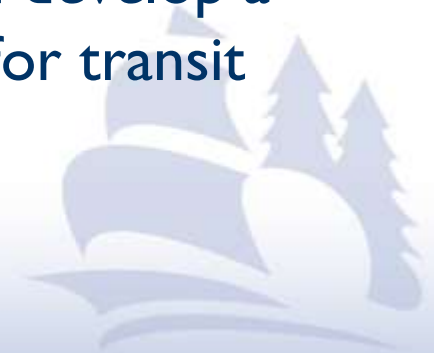
- Support transit initiatives in and between smaller urban communities and the larger centres



- Address the needs of vast rural areas and spread out geographically



- Determine the feasibility and develop a practical and realizable plan for transit

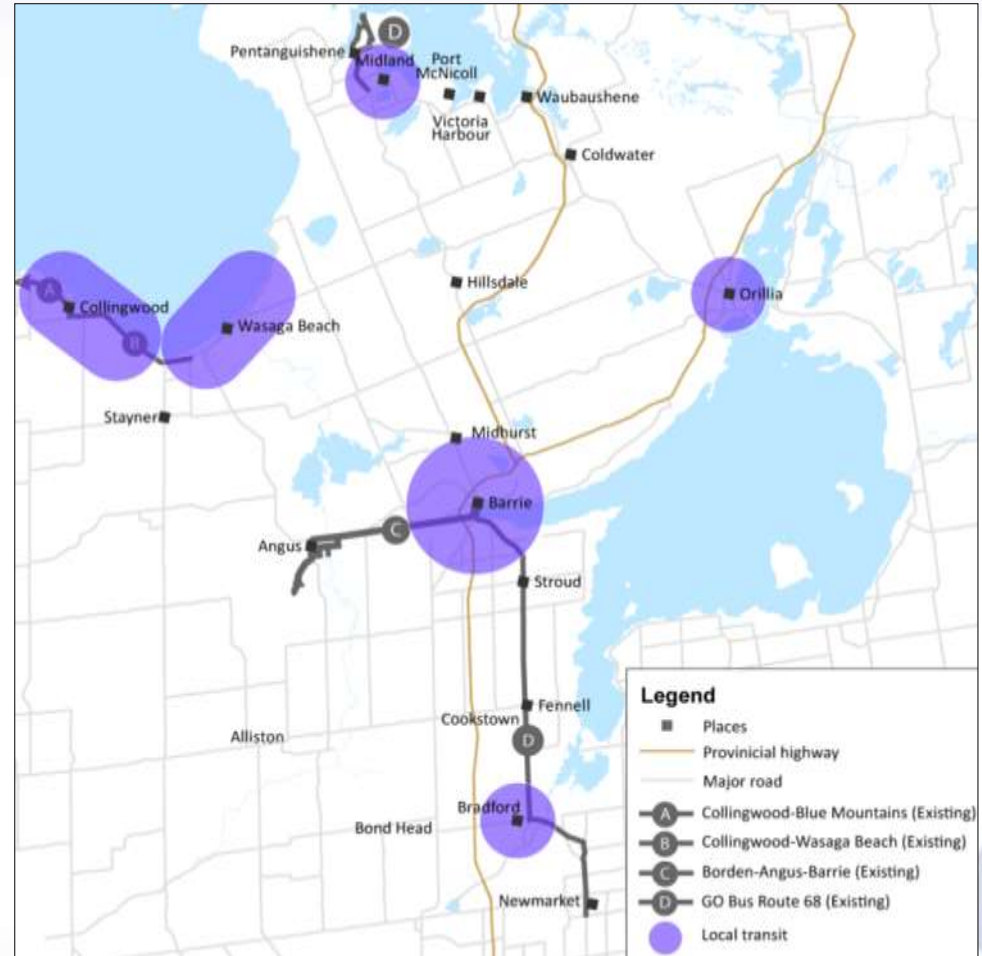


Consultation

- Two rounds of consultation - June 2015 and November 2015
 - 8 public information sessions
 - Alliston
 - Bradford
 - Coldwater
 - Midhurst (2)
 - Midland
 - Penetanguishene
 - Stayner
 - 2 stakeholder meetings - approximately 30 agencies and organizations represented
 - 5 Transit Advisory Committee (TAC) Meetings – municipal and private sector representatives
- The purpose of the TAC, public information sessions and stakeholder consultation was to seek feedback on the draft service types and concept and to identify and prioritize the objectives of the proposed service options

Transit in Simcoe County

- Transit has grown organically but is left partly disjointed
- Transit services currently operating:
 - Local transit services
 - Intra-hub transit services
 - GO Transit (bus and rail)
 - Inter-city bus services (limited private service)



Service Design - what we heard



- Connections to key trips attractors (health, educational, commercial, recreational, employment) should be prioritized when deciding exact routing
- Routes should be direct in areas without local transit, but be more coverage-orientated in mid-sized communities without local transit
- Small communities along the route should have stops, as the time saved by not stopping would be minimal

DETAILED FEEDBACK – WORKSHEETS

Inter-Municipal Trips

Participants were asked to map the trips they take on a regular basis by drawing lines on a map contained in the worksheet. The map below contains an amalgamation of all trips indicated by participants on worksheets collected at each of the PICs, at a stakeholder meeting that was held between the afternoon and evening PICs in Midhurst, and from the online survey as follows: **Blaywell, Bradford, Midhurst (Arlanston, Midhurst (Stakeholder Meeting), Midhurst (Evening), Painsongate/Innis, Colwater, and online.**



Service Network concept

- Identified a 'long list' of cross-border connections in the County
- Assessed overall travel patterns to identify the relative levels of ride



Assessment of Service Concept

- Conducted multiple evaluations of each individual connection to identify proposed short term connections:



Maximizing potential ridership



Supporting connectivity to planned growth areas



Minimizing anticipated capital and operating cost

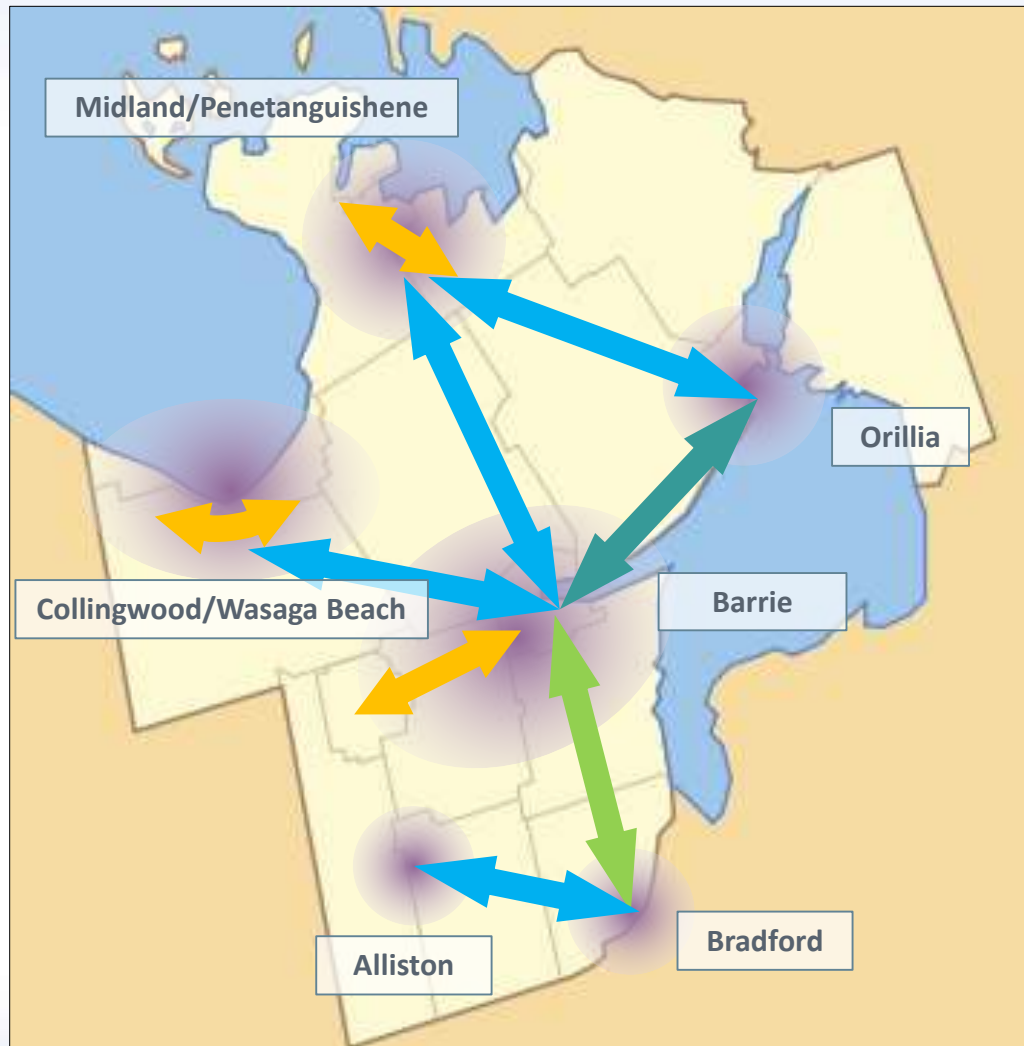






Linking to current transit services



Serving connections to regional destinations

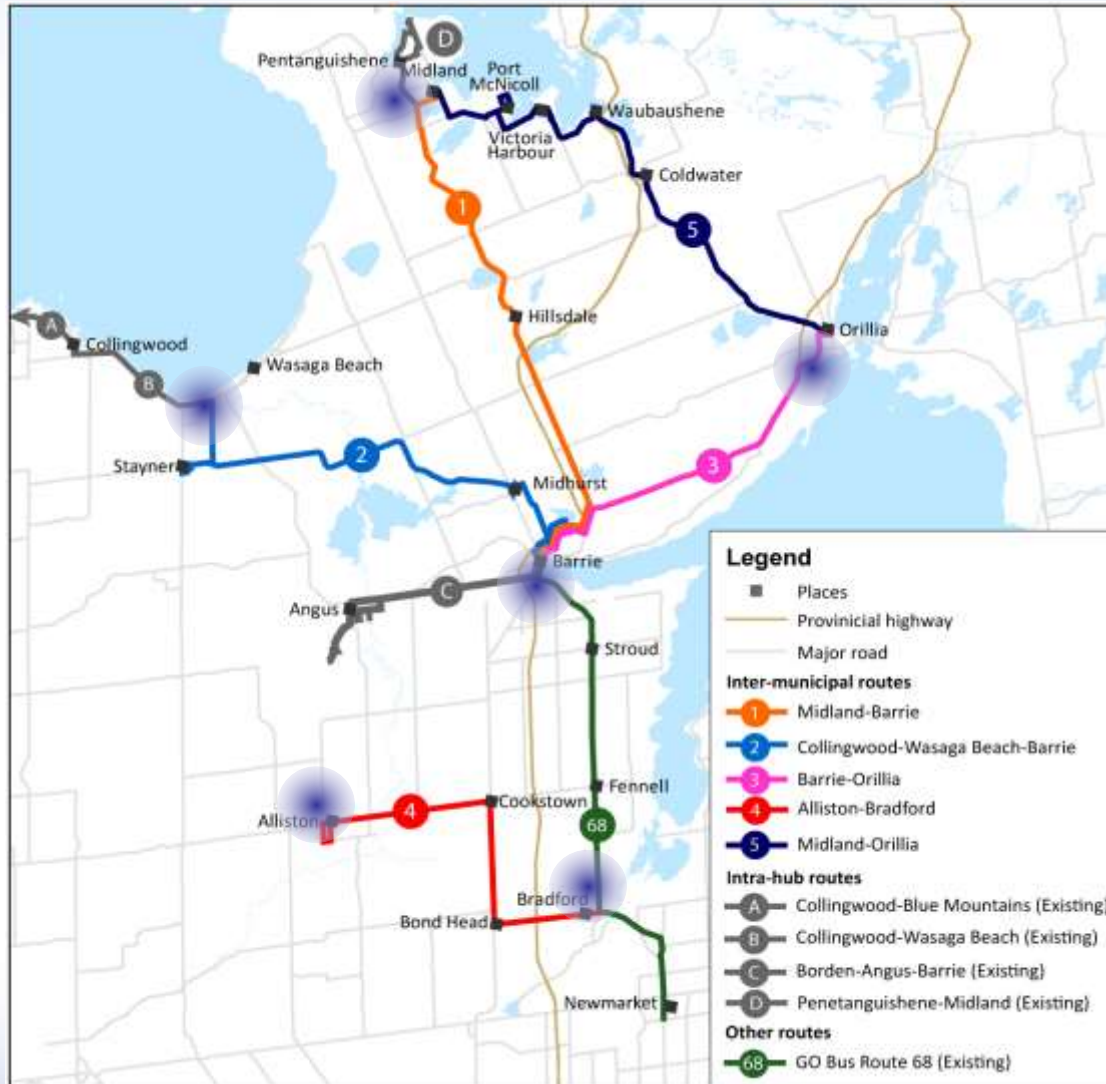
Proposed Short-term Network Concept



- Classified the connections into four different types:
 -  Inter-municipal connections (Long distance)
 -  Intra-hub connections (Short distance)
 -  Barrie-Orillia connection
 -  County hub areas

- Identified existing connections and connections that are proposed in the short term

Proposed Short-term Service Network



Interim Report 3 - Final Considerations



steer davies gleave

Transit Feasibility and
Implementation Study

County of Simcoe

Interim Report 3
August, 2016

Our ref: 2259201



- ✓ **8. Implications for specialized transit services**
- ✓ **9. Fares and funding sources for transit services**
- ✓ **10. Financial plan, implementation plan and study reporting**



Specialized Transit Services

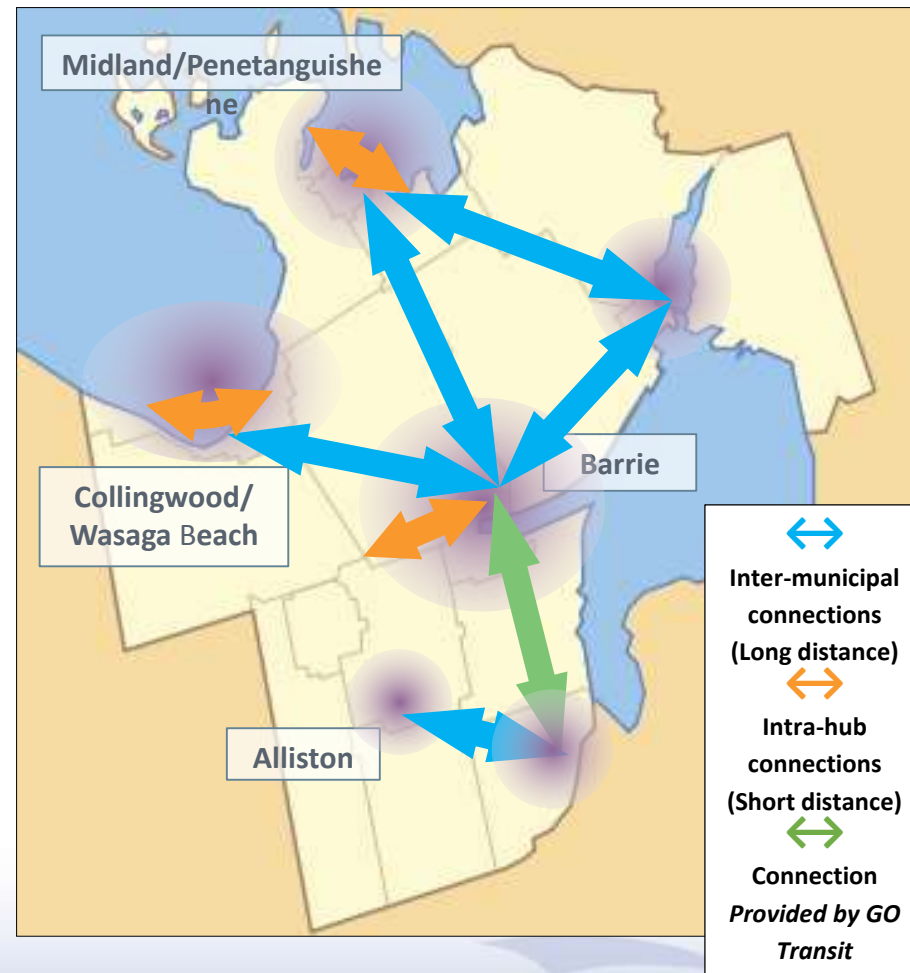
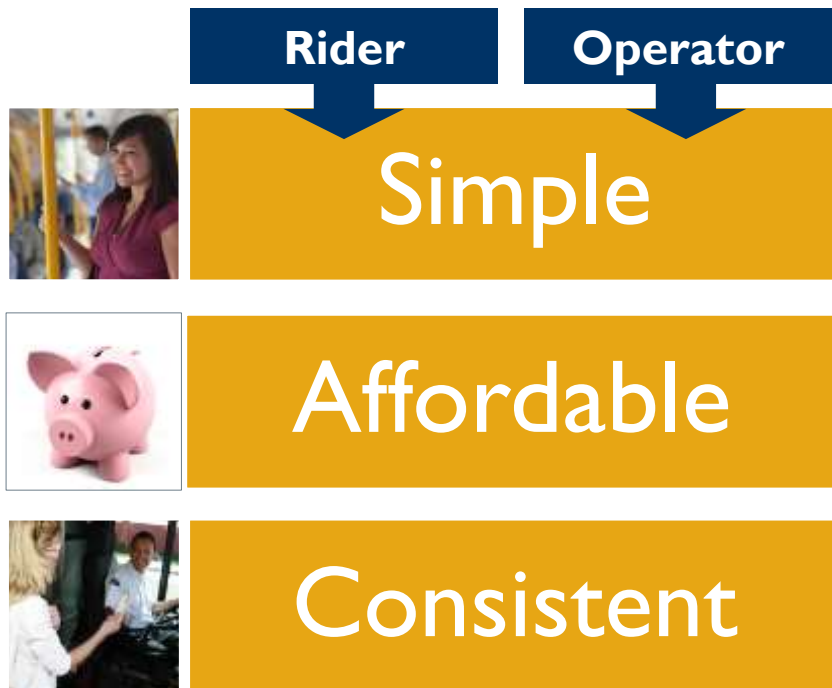
The *Accessibility for Ontarians with Disabilities Act (AODA)* stipulate the requirements for municipal transit service, and the requirements for a specialized transit service to complement conventional transit:

- **parallel service** to accommodate people who are unable to walk to the nearest stop because of their disability
- provide **origin to destination** service (however, this does not require a direct service – passenger journeys may be accommodated using multiple trip legs)
- if a desired **transit stop** is not available (either temporarily or permanently), then passengers would need to be allowed to board/alight at the closest available safe location (even if that is not a transit stop)



Fare Strategy

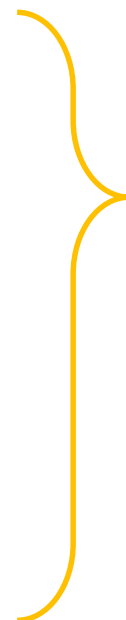
Developed overall fare policies based on three principles:



Fare Integration

Some specific examples of transit agencies implementing a fare integration system include:

Agencies involved	Description of fare integration
Transferring between GO Transit and: <ul style="list-style-type: none"> • Durham Region Transit • Brampton Transit • Mississauga Transit • Oakville Transit • Burlington Transit • Hamilton Transit • York Region Transit • Guelph Transit • Barrie Transit • Grand River Transit 	For any connecting trip between GO Transit and local transit agencies listed, the passenger pays a sum of \$0.00 (Barrie Transit) to \$0.75 (York Region Transit) for their local transit journey, (rather than the full local transit fare), depending on the agency.
Transfers between any of these agencies: <ul style="list-style-type: none"> • Durham Region Transit • Brampton Transit • Mississauga Transit • Oakville Transit • Burlington Transit • Hamilton Transit • York Region Transit 	Agencies accept each other transfers as long as the trip is completed within two hours starting when the initial journey was made <ul style="list-style-type: none"> • For example, a passenger starting their journey on York Region Transit could connect to Brampton Transit for free, as long as the trip is completed within two hours



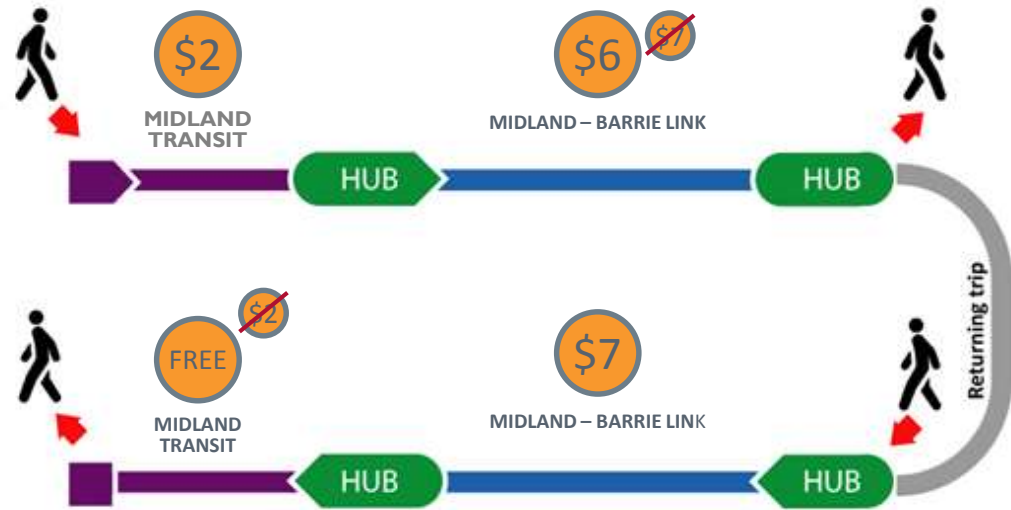
fare integration arrangements to be made in agreement with connecting transit providers



Partial Fare Integration

■ Proposed partial fare integration structure for transferring between County services and local transit services:

- Encourages integrated travel between transit systems
- Proposed to be affordable, as it discounts a continuous journey
- Provides benefit to the adjacent municipal transit provider - acquired another customer it wouldn't otherwise have
- Simple as each operator retains all fare revenue it collects
- The benefit of having a consistent travel experience for both the customer and the operator would encourage inter-municipal transit use



Fares and Funding Sources

Existing Simcoe County 'inter-municipal' service cash fares

- GO Transit – Barrie to Bradford @ \$8.40
- Ontario Northland and Hammond Transportation – Barrie to Orillia @\$10
- Hammond Transportation – Barrie to Midland @ \$19.78
- Greyhound – Barrie to Collingwood @ \$20.50
- Hammond Transportation – Orillia to Midland (likely routed via Barrie) @\$32.21

Comparable Ontario 'Long Distance' inter-municipal service cash fares

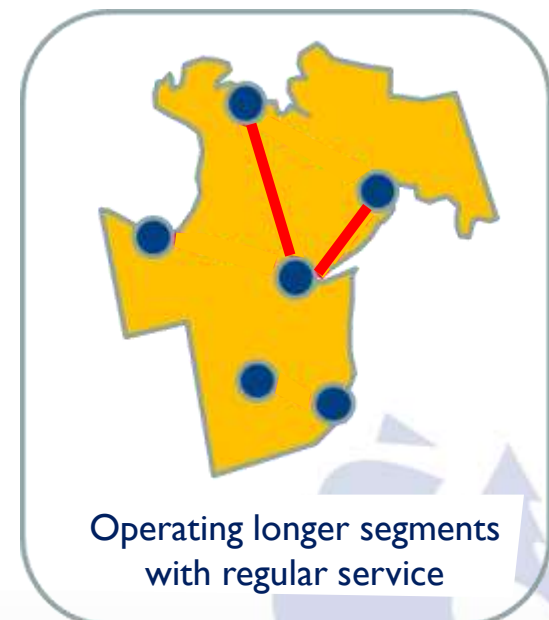
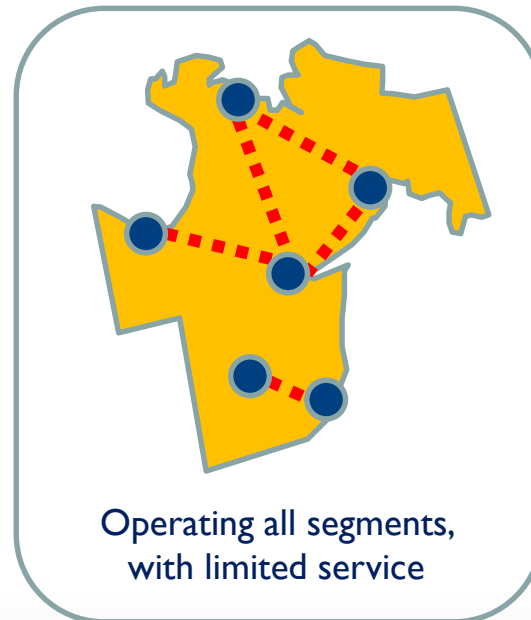
- Niagara Region – \$6.00
- Ride Norfolk – \$6.00
- Muskoka Extended Transit – \$3.00
- Deseronto Transit – \$10.00

Recommended Simcoe County inter-municipal cash fare – \$7.00

A large, faint, light blue version of the County of Simcoe logo is visible in the bottom right corner of the slide.

Implementation approach

- Proposed short term network calls for a new and extensive County-wide route network
- Phasing in the implementation of the short term network will be important to:
 - Manage capital and operating costs
 - Learn, respond and adapt services to tailor to community needs over time



Financial Plan assumptions - Operating

Operating costs – proposed inter-municipal services

Service hours and service operating costs

252	Days operated/year (Monday – Friday, excluding holidays)
12	Hours of service per weekday
\$100	Operating costs/service hour (includes operation of parallel specialized transit)

Vehicle purchase

\$130,000	Cutaway vehicle cost
9	Useful life of vehicle (years)



Assumed vehicle – proposed for intra-hub services

\$440,000	Conventional vehicle cost
12	Useful life of vehicle (years)



For consistency all intra-hub services assumed to use conventional buses



Financial Plan assumptions - Capital



Capital costs – proposed inter-municipal services

Bus Stops infrastructure

500	Bus stop spacing (metres) in approximate locations identified in red two-way length of routes
\$5000	Cost of bus stop infrastructure
15	Useful life of bus stop infrastructure (years)

- applies only to proposed inter-municipal routes, as it is assumed that bus stop for intra-hub services would already be constructed by local municipalities





Proposed Inter-municipal Service Design Summary

Route	Headway	Daily Trips	Length (km)	Speed (ave. km/hr)	Vehicles
Stage 1					
Route 1 Midland – Barrie	60 mins	12	54	46.7	3
Stage 2					
Route 2 Collingwood /Wasaga Beach - Barrie	60 mins	12	53	40.6	3
Route 3 Barrie – Orillia	60 mins	12	38	40.4	2
Stage 3					
Route 4 Alliston – Bradford	60 mins	12	38	48.7	2
Route 5 Midland – Orillia	60 mins	12	64	40.0	3



Fare Revenue Summary

Fare Revenue per Route	Stage I	Stages I+2	Stage I+2+3
Route 1: Midland– Barrie	\$124,711	\$124,711	\$124,711
Route 2: Wasaga Beach–Barrie	---	\$115,107	\$115,107
Route 3: Barrie– Orillia * <i>assumes 1/3 cost sharing</i>		\$133,553	\$133,553
<i>To Simcoe County</i>	---	\$44,518	\$44,518
<i>To other</i>	---	\$89,035	\$89,035
Route 4: Alliston– Bradford	---	---	\$121,774
Route 5: Midland– Orillia	---	---	\$119,039
Total (to Simcoe County)	\$124,711	\$284,335	\$525,148

Financial Plan assumptions - Revenue

PROVINCIAL GAS TAX



Municipality	Total Population (2011 Census)	Unused Population
Adjala-Tosorontio	10,603	10,603
Bradford West Gwillimbury	28,077	<i>Not included</i>
Clearview	13,734	13,734
Collingwood	19,241	<i>Not included</i>
Essa	18,505	<i>Not included</i>
Innisfil	32,727	<i>Not included</i>
Midland	16,572	<i>Not included</i>
New Tecumseth	30,234	30,234
Oro-Medonte	20,078	20,078
Penetanguishene	9,111	<i>Not included</i>
Ramara	9,275	9,275
Severn	12,377	12,377
Springwater	18,223	18,223
Tay	9,736	9,736
Tiny	11,232	11,232
Wasaga Beach	17,537	<i>Not included</i>
Total	277,262	135,492

- Population cannot be used twice in the gas tax allocation
- County's allocation of population for gas tax contribution excludes municipalities that already operate transit or planning for transit (at time of analysis)
- Gas tax funding assumptions based on 2014-2015 provincial figures
- \$/capita and \$/trip fluctuate annually based on total number of ridership, population and provincial funding

Financial Plan assumptions - Revenue

RIDERSHIP AND FARES



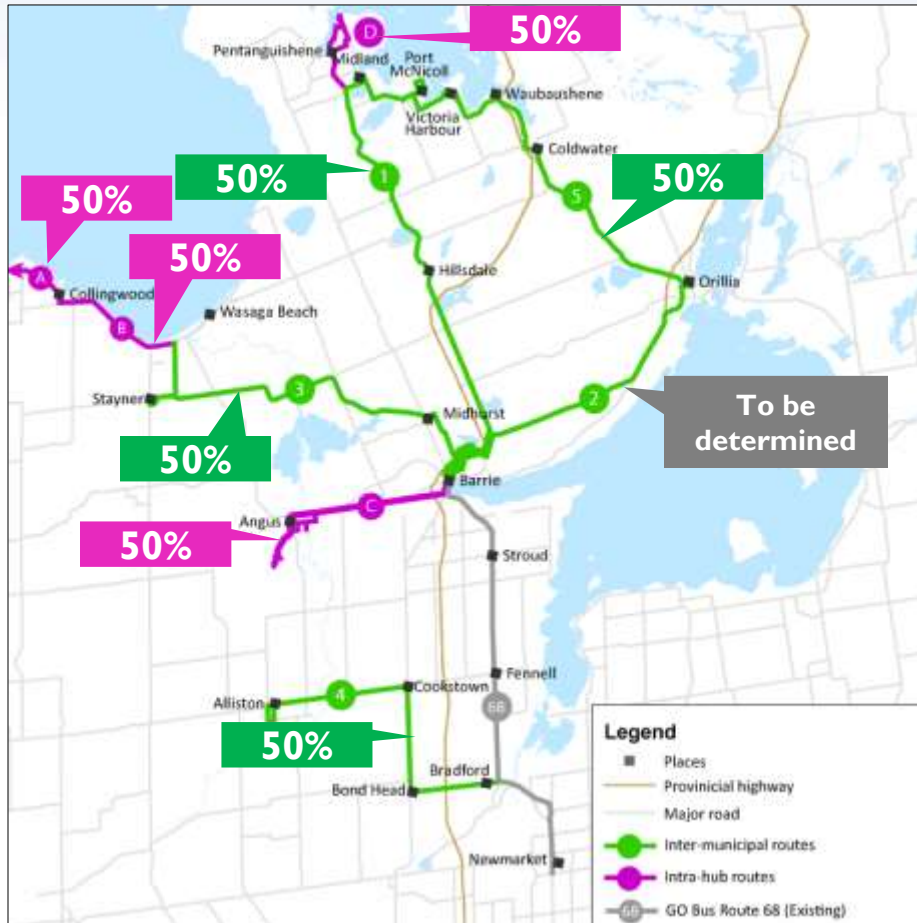
- Recommended inter-municipal adult cash fare \$7 per trip
 - \$1 discount for passengers for fare integration
 - Pre-purchased tickets or period passes could be made available at lower price per trip

Average fare	Inter-municipal service	\$4.47
	Intra-hub service	\$1.33
Annual average ridership increase		4.4%



Financial structure

SHARED RESPONSIBILITIES



	County responsibility	Local municipal responsibility
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Inter-municipal services (except Barrie-Orillia)

Capital expenses	50%	50%
Operating expenses	50%	50%
Fare revenue	50%	50%

Intra-hub services

Capital expenses	50%	50%
Operating expenses	50%	50%
Fare revenue	50%	50%

Barrie-Orillia connection

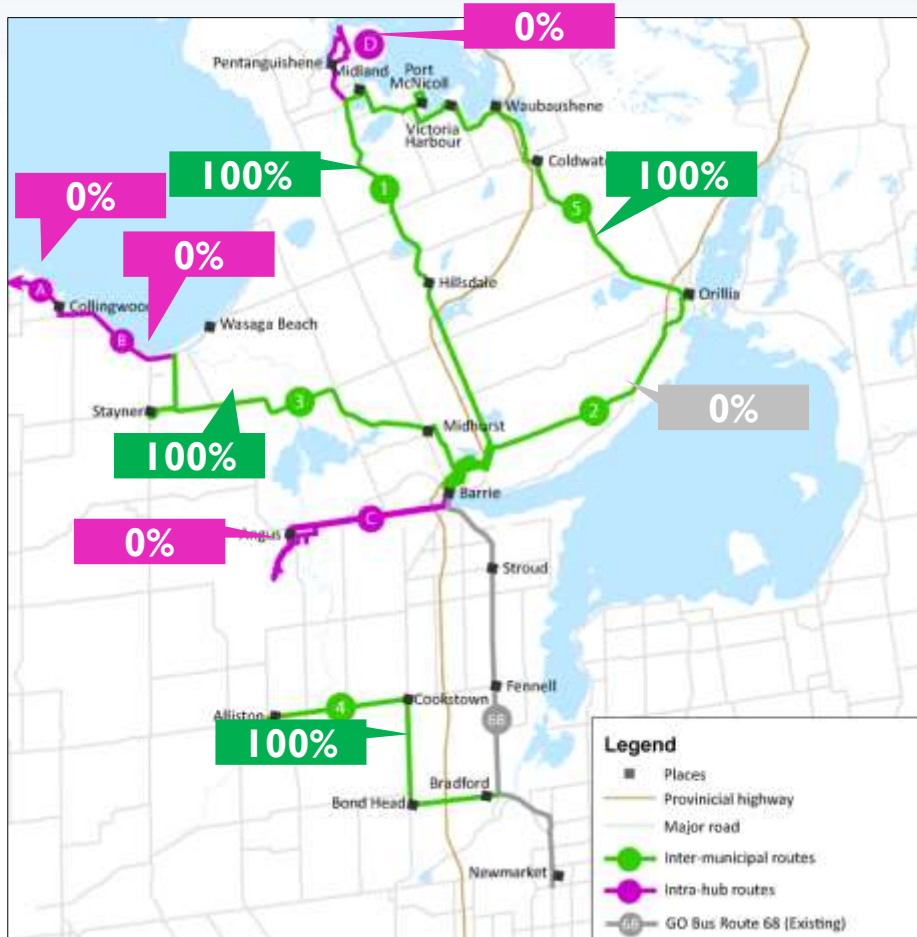
Capital expenses	To be determined
Operating expenses	
Fare revenue	



Financial structure

DELINEATED RESPONSIBILITIES – OPTION 1A

excluding Barrie - Orillia



	County responsibility	Local municipal responsibility
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Inter-municipal services (except Barrie-Orillia)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Intra-hub services

Capital expenses	0%	100%
Operating expenses	0%	100%
Fare revenue	0%	100%

Barrie-Orillia connection

Capital expenses	0%
Operating expenses	
Fare revenue	



OPTION 1A Inter-Municipal Only excluding Barrie-Orillia



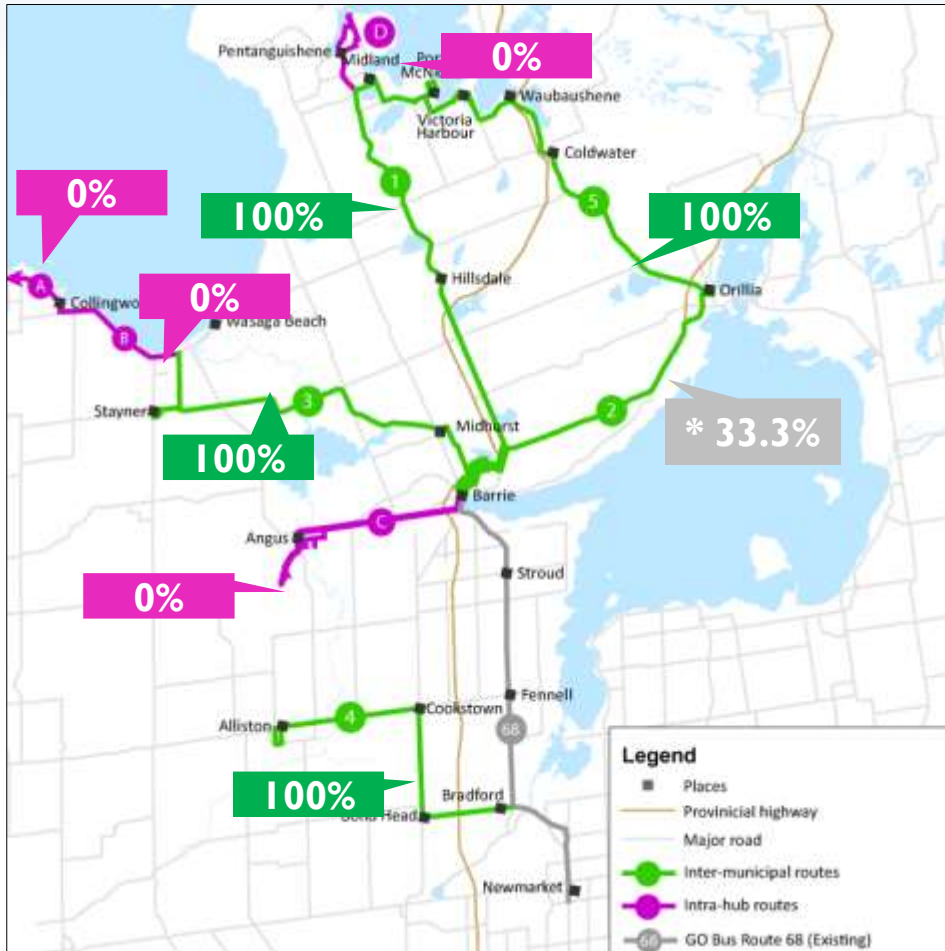
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total	
# of Routes	1	1	2	4	4	4	4	4	4	4		
# of Vehicles	6	6	10	17	17	17	17	17	17	17		
# of Riders	27,560	28,773	57,944	110,299	115,152	120,218	125,508	131,030	136,796	142,815		
				(\$000's)								
Gas Tax	(482)	(482)	(868)	(1,105)	(1,105)	(1,105)	(1,105)	(1,105)	(1,105)	(1,105)	(9,566)	
Fares	(123)	(131)	(270)	(523)	(557)	(593)	(632)	(673)	(716)	(763)	(4,982)	
Expenses	1,249	1,273	2,241	3,889	3,946	4,024	4,104	4,185	4,268	4,352	33,531	
Operating Balance	\$644	\$660	\$1,104	\$2,261	\$2,284	\$2,326	\$2,367	\$2,407	\$2,447	\$2,484	\$18,984	
Capital	895	-	725	1,305	-	-	-	-	914	-	3,839	
Net Requirement	\$1,539	\$660	\$1,829	\$3,566	\$2,284	\$2,326	\$2,367	\$2,407	\$3,360	\$2,484	\$22,823	



Financial structure

DELINEATED RESPONSIBILITIES – OPTION 1B

including Barrie - Orillia



	County responsibility	Local municipal responsibility
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Inter-municipal services (except Barrie-Orillia)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Intra-hub services

Capital expenses	0%	100%
Operating expenses	0%	100%
Fare revenue	0%	100%

Barrie-Orillia connection

Capital expenses	33.3% *
Operating expenses	
Fare revenue	

*** To be determined
Special consideration required
between County, Barrie, and Orillia**

OPTION 1B Inter-Municipal Only including Barrie-Orillia

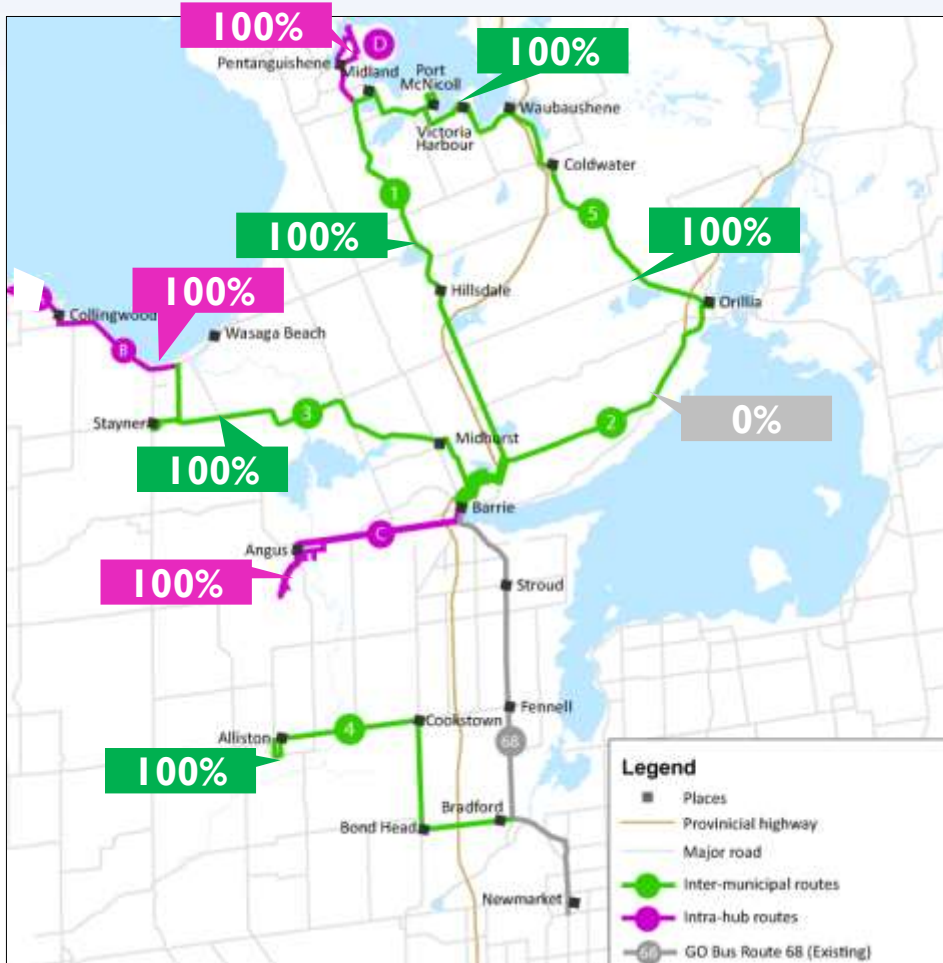


	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
# of Routes	1	2	3	5	5	5	5	5	5	5	
# of Vehicles	6	7	12	19	19	19	19	19	19	19	
# of Riders	27,560	58,451	88,928	141,283	147,499	153,989	160,765	167,838	175,223	182,933	
				(\$000's)							
Gas Tax	(482)	(690)	(1,082)	(1,113)	(1,113)	(1,113)	(1,113)	(1,113)	(1,113)	(1,113)	(10,045)
Municipal Billings	-	(446)	(362)	(357)	(360)	(362)	(364)	(366)	(367)	(472)	(3,455)
Fares	(123)	(267)	(414)	(670)	(714)	(760)	(809)	(862)	(918)	(977)	(6,513)
Total Expenses	1,249	1,930	2,910	4,511	4,601	4,692	4,785	4,880	4,976	5,075	39,609
Operating Balance	\$644	\$527	\$1,053	\$2,371	\$2,414	\$2,457	\$2,499	\$2,539	\$2,579	\$2,513	\$19,596
Capital	895	130	855	1,305	-	-	-	-	914	155	4,254
Net Requirement	\$1,539	\$657	\$1,908	\$3,676	\$2,414	\$2,457	\$2,499	\$2,539	\$3,493	\$2,669	\$23,850

Financial structure

FULL RESPONSIBILITIES – OPTION 2A

excluding Barrie - Orillia



	County responsibility	Local municipal responsibility
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Inter-municipal services (except Barrie-Orillia)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Intra-hub services (excluding BlueMt-Collingwood)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Barrie-Orillia connection

Capital expenses	0%
Operating expenses	
Fare revenue	



OPTION 2A Inter-Municipal plus intra-hub excluding Barrie-Orillia



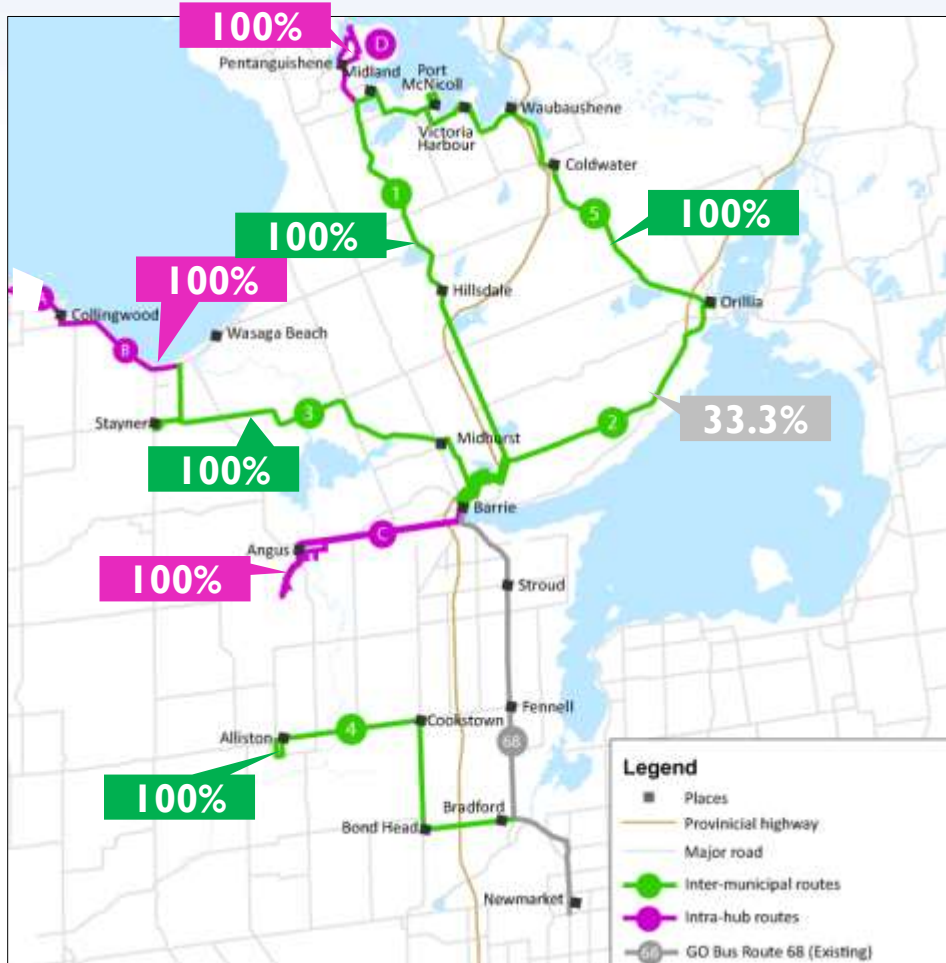
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
# of Routes	1	4	5	7	7	7	7	7	7	7	
# of Vehicles	6	11	16	23	23	23	23	23	23	23	
# of Riders	27,560	181,158	217,034	269,389	281,242	293,616	306,535	320,023	334,104	348,805	
					(\$000's)						
Gas Tax	(482)	(1,124)	(1,132)	(1,146)	(1,146)	(1,146)	(1,146)	(1,146)	(1,146)	(1,146)	(10,761)
Fares	(123)	(826)	(1,009)	(1,278)	(1,361)	(1,449)	(1,543)	(1,643)	(1,750)	(1,863)	(12,846)
Total Expenses	1,249	2,477	3,470	5,142	5,224	5,328	5,433	5,541	5,651	5,763	45,280
Operating Balance	\$644	\$527	\$1,328	\$2,719	\$2,717	\$2,733	\$2,744	\$2,752	\$2,755	\$2,754	\$21,673
Capital	895	2,200	855	1,110	-	-	-	-	914	-	5,974
Net Requirement	\$1,539	\$2,727	\$2,183	\$3,829	\$2,717	\$2,733	\$2,744	\$2,752	\$3,669	\$2,754	\$27,647



Financial structure

FULL RESPONSIBILITIES – OPTION 2A

including Barrie - Orillia



	County responsibility	Local municipal responsibility
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Inter-municipal services (except Barrie-Orillia)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Intra-hub services (excluding BlueMt-Collingwood)

Capital expenses	100%	0%
Operating expenses	100%	0%
Fare revenue	100%	0%

Barrie-Orillia connection

Capital expenses	33.3% *
Operating expenses	
Fare revenue	

*** To be determined
Special consideration required
between County, Barrie, and Orillia**

OPTION 2B Inter-Municipal plus intra-hub including Barrie-Orillia



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
# of Routes	1	5	6	8	8	8	8	8	8	8	
# of Vehicles	6	14	18	25	25	25	25	25	25	25	
# of Riders	27,560	210,836	248,018	300,373	313,589	327,387	341,792	356,831	372,532	388,923	
					(\$000's)						
Gas Tax	(482)	(1,132)	(1,140)	(1,154)	(1,154)	(1,154)	(1,154)	(1,154)	(1,154)	(1,154)	(10,833)
Municipal Billings	-	(446)	(362)	(357)	(360)	(362)	(364)	(366)	(367)	(472)	(3,455)
Fares	(123)	(961)	(1,153)	(1,425)	(1,517)	(1,616)	(1,721)	(1,832)	(1,951)	(2,078)	(14,377)
Total Expenses	1,249	3,134	4,139	5,774	5,889	6,006	6,125	6,246	6,370	6,496	51,428
Operating Balance	\$644	\$595	\$1,483	\$2,838	\$2,858	\$2,874	\$2,886	\$2,894	\$2,898	\$2,793	\$22,762
Capital	895	2,590	725	1,110	-	-	-	-	914	466	6,700
Net Requirement	\$1,539	\$3,185	\$2,208	\$3,948	\$2,858	\$2,874	\$2,886	\$2,894	\$3,812	\$3,259	\$29,462

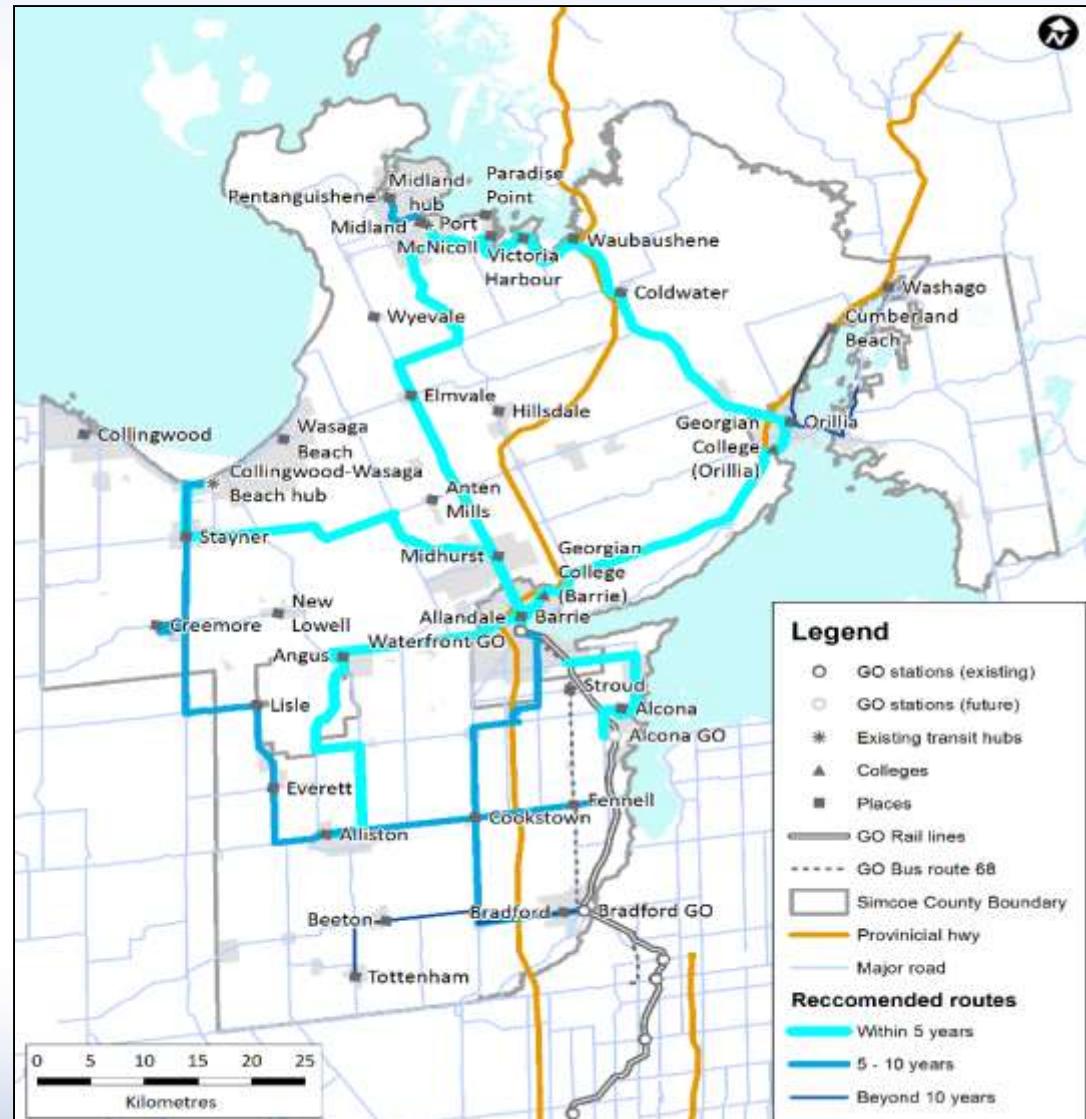
Other Potential Funding Opportunities

- Development Charges contribution – based on eligible growth-related capital transit expenditures based on planned levels of service projecting 10 years in the future,
- Federal Public Transit Infrastructure Funding (PTIF) – support public transportation investments as eligible funding category,
- Greenhouse Gas Reduction Account – provincial dollar investment into green projects that reduce greenhouse gas pollution and help homeowners and businesses save energy such as public transit,
- Business case for Provincial cost-savings reinvestment in County Bus Pass program



Next 5 – 10 years

- It is recommended that refinements of the short term service plan be evaluated on an on-going basis
- Year 5 implement detailed service designs for the connections identified within the 5-10 year timeline



Next Steps



Council approval



Budget considerations



Implementation



Monitor and refine



- Questions and Discussion

