

An abstract graphic featuring a network of interconnected nodes and lines, resembling a molecular or digital structure, set against a dark background. The nodes are represented by circles of varying sizes, and the lines are thin and light gray.

# **MOVING TRANSIT FORWARD**

**Presentation to Budget Review Committee  
February 14, 2019**

# Agenda

- Overview: Where We've Been
- Successes: What We've Achieved
- Moving Transit Forward: Where We're Going
- Budget 2019: How We Get There



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# Overview: Where We've Been

## Key Inter-Municipal Transit Milestones:

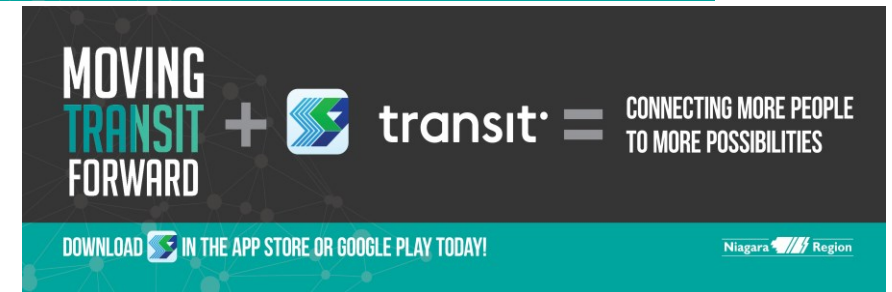
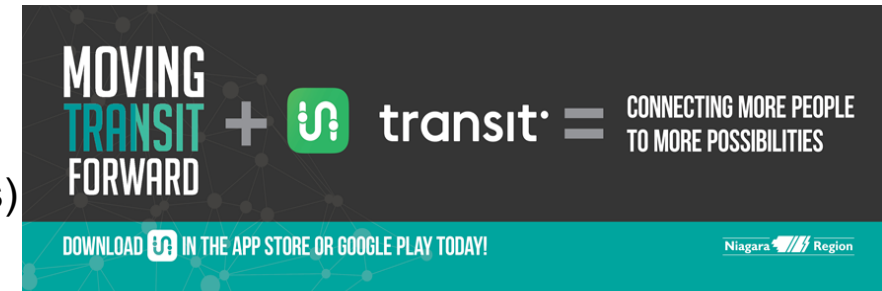
2011-2017	NRT IMT pilot service
Feb. 2017	Niagara Transit Service Delivery and Governance Strategy Report (Dillon Consulting, "Dillon Report")
June 2017	Unanimous 'triple majority' achieved
Dec. 2017	Unanimous transit MOU (STC/NR/NF/WE)
May 2018	Unanimous 3-year ext. of NRT service
Sept. 2018	IMT Service Implementation Strategy



# Milestones: What We've Achieved

LNTC/IMTWG focus is on numerous customer-facing system improvements

- 3-year NRT operating extension – now 'permanent' service with triple majority
- Post-secondary student union contracts (U-Pass agreements)
- Sept. 2018 NRT service enhancements
- Single mobile platform for all systems – Transit App
- Common Service Guidelines – consistency/standardization across all systems
- Distinct route numbers to avoid customer confusion
- Backend on/off board technology merger to single provider
- Consolidated after hours customer service provider
- “Moving Transit Forward” – public awareness campaign

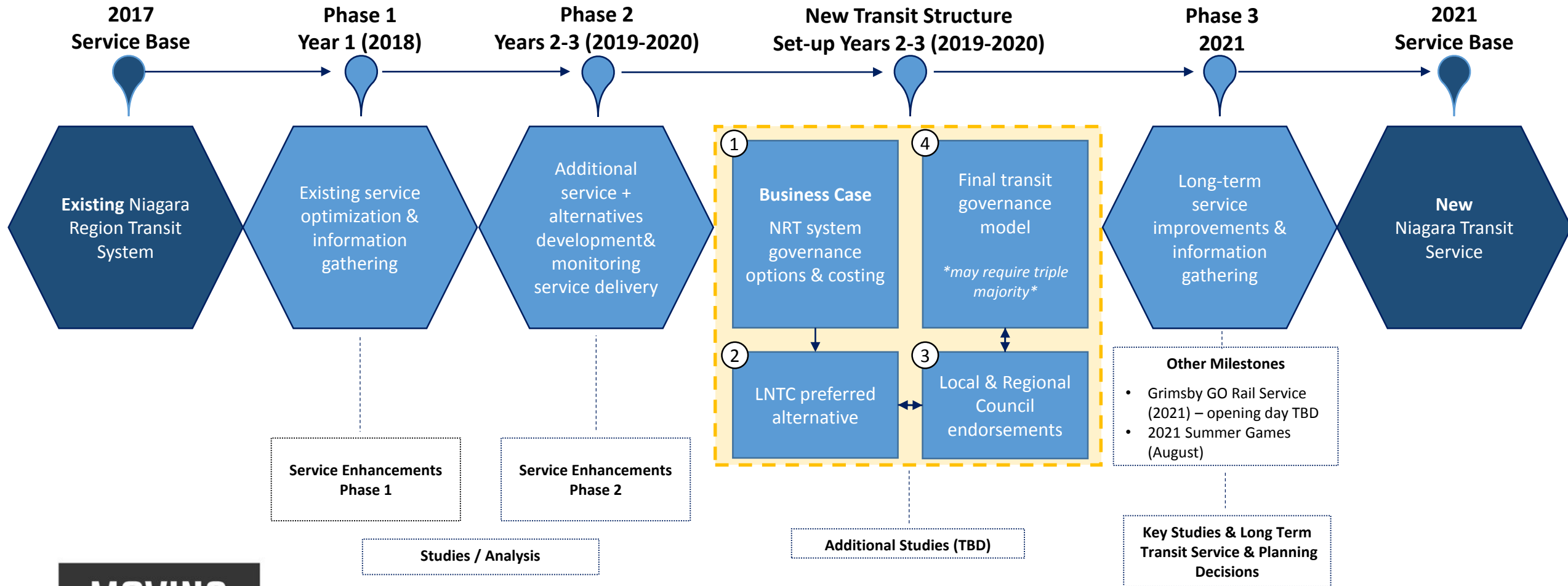


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**Niagara Region**

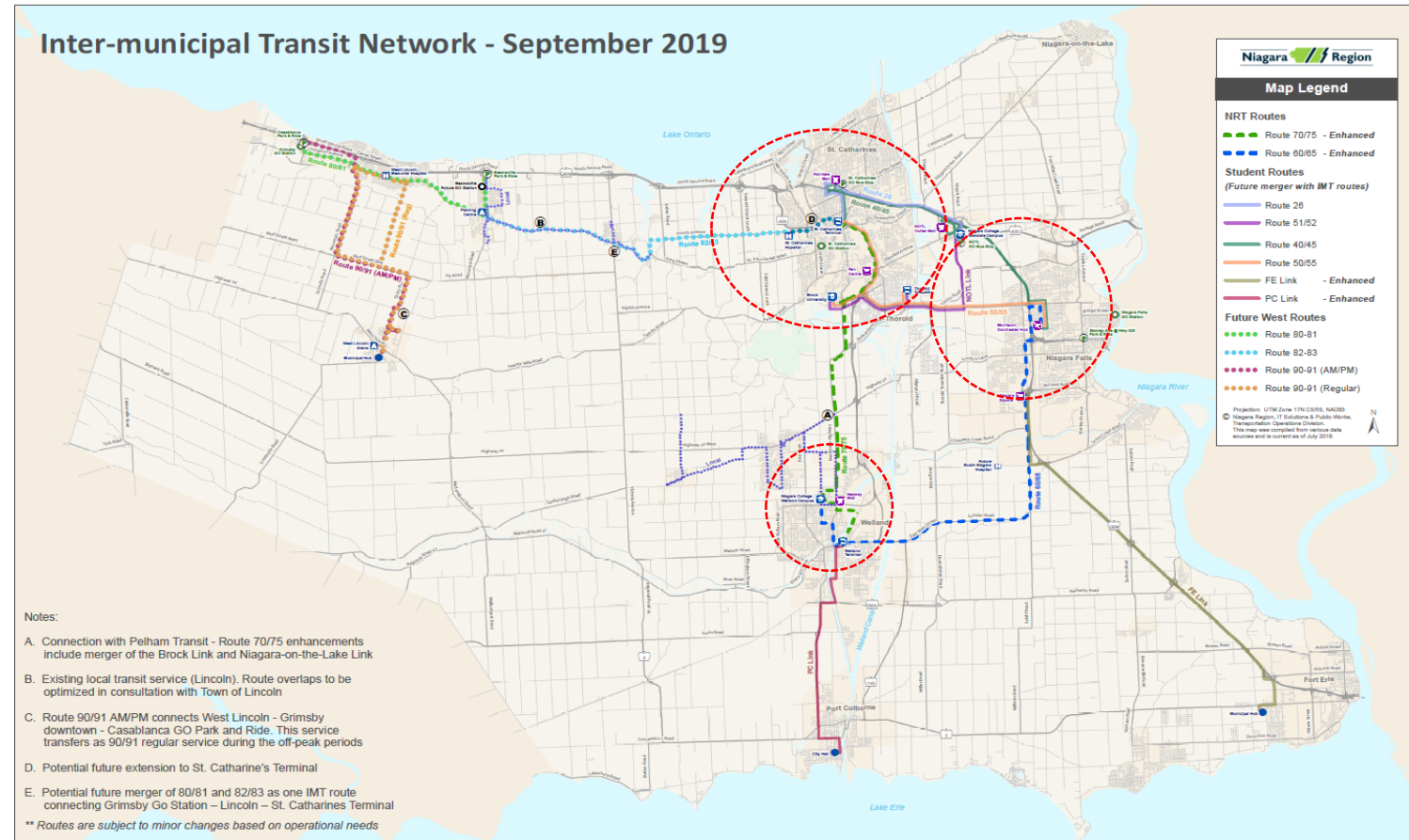


# Transit Governance: Aspirational Timelines

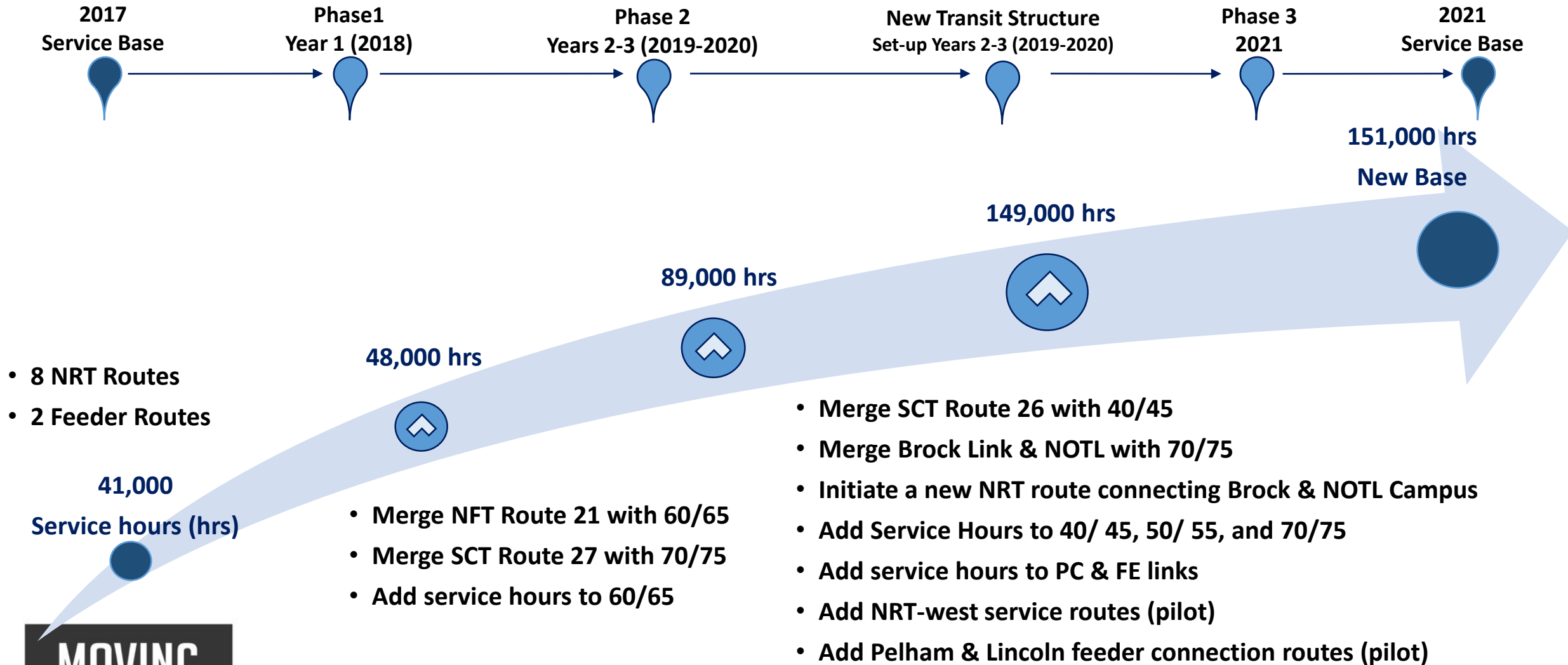


# Moving Transit Forward: Where We're Going

- Rationalization of duplicate post-secondary routes for efficiency
- Better integration with municipal transit i.e. 30 minute Service, Sunday and Holiday Service
- New Niagara-West IMT link (integration with GO Transit – bus + train)
- New dynamic transit services for low-demand areas
- Improved connections to GO Train service
- Integrated fares and payment technology i.e. mobile ticketing
- New or enhanced amenities, e.g. Wi-Fi, bus shelters



# IMT Service Enhancement Implementation Strategy



\*Subject to Regional Council Approval

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# NRT Revenue Outlook

Regional transit relies heavily on Post Secondary students

- Proposed route consolidation will transfer NCSAC charter service expenditures into NRT U-Pass revenue
- Increased ridership on NRT results in increased PGT for Niagara Region

Revenue Sources	2018	2019	2020
NRT U-Pass Revenue (BUSU+NCSAC)	0.7M	2.9M	3.8M
Other Cash, Pass Revenue	0.7M	0.7M	1.1M
Total Revenue	1.4M	3.7M	5.0M
Provincial Gas Tax	0.7M	0.8M	0.9M

## Future Transit Revenue Growth

- Continue to work with Post Secondary Institutions to ensure appropriate contributions for enhanced service
- Expansion to support GO will generate additional ridership and revenue
- Discussions with MTO requesting additional PGT over next 5 years
- Provincial PGT announcement to double municipal allocations by 2022 should generate sufficient funding for 2 bus lifecycle replacements annually



# NRT 2019 Budget Strategy

## 2019 Budget Consideration

Support regional integration, GO Service & Economic Development through *Separate Transit Levy*

- \$11.5M total operating budget to support the proposed NRT service enhancements
- Increase of \$7.9M or 2.3% separate levy in 2019 for operating and capital costs

	2018	2019	2020
Net Operating Costs	3.6M	10.1M	12.7M
Debt Financing		1.4M	1.4M
<b>Total Operating Costs</b>	<b>3.6M</b>	<b>11.5M</b>	<b>14.1M</b>
Incremental cost (incl. debt)		7.9M	2.6M
Separate Transit Levy		2.3%	0.7%
<b>Capital</b>	<b>3.3M</b>	<b>13.9M</b>	<b>1.5M</b>

- Supports \$13.9M in 2019 capital assets
  - 14 additional buses (6 required to replace local fleet & 8 for service enhancement /expansion)

# Transit Jurisdictional Comparison

Proposed transit investment consistent with other southern Ontario jurisdictional comparisons

Efficient Service: Greater service hours with lower net operating costs

Equitable Service: Integrated transit services throughout the Region

Effective Service: Low operating costs and strong R/C ratio; ridership growth increasing beyond 2020 with better local and GO Transit integration through 30 min daily service and addition of Sunday/Holiday services

<i>2017 CUTA Transit Statistics</i>	Waterloo Region	Hamilton	London	Durham	Niagara Transit System <i>2017</i>	<i>2020 Proposed</i>
Ridership	19.7M	21.4M	22.9M	10.2M	8.9M	9.6M
Total Direct Operating Expenses	\$86.3M	\$89.5M	\$64.9M	\$70.5M	\$45.6M	\$57.8M
Total Operating Revenues	\$34.3M	\$41.7M	\$32.3M	\$26.6M	\$21.9M	\$25.7M
<b>Net Operating Costs</b>	<b>\$52.0M</b>	<b>\$47.7M</b>	<b>\$32.5M</b>	<b>\$43.9M</b>	<b>\$23.8M</b>	<b>\$32.1M</b>
<i>R/C Ratio</i>	40%	47%	50%	38%	48%	44%
<i>Service Hours</i>	770,136	875,028	667,669	545,774	443,335	554,911
<i>Approx. Full Time Student Population</i>	52,000	41,000	50,000	21,000	27,000	

A network diagram background consisting of a series of interconnected nodes and lines, forming a complex web-like structure. The nodes are represented by small circles, and the lines are thin, connecting the nodes in a non-linear fashion. The background is dark gray, and the network diagram is composed of light gray lines and nodes.

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THANK YOU - QUESTIONS?