



## INFORMATION REQUEST

**INFORMATION REQUEST #:** IR-008-24

**REQUESTED BY:** Councillor Stevenson

**TOPIC:** Increasing Commuter Service

**DATE OF REQUEST:** November 5, 2024

**DATE OF RESPONSE:** November 6, 2024

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### **QUESTION:**

Provide information about the cost of providing additional service hours on commuter busing.

What would the order of priority be of Transit Business Cases? 1. Weekday Service Reliability Enhancements (AUTO 334) 2. Increase Commuter service level (no BC - would need to bring back cost scenario) 3. Weekday evening & Sunday midday service (AUTO 335).

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### **RESPONSE:**

Transit's highest priority would be maintaining the reliability and service quality of existing service:

#### **1. Weekday Service Reliability Enhancements (AUTO 334)**

This unfunded business case has a net cost of \$145k. This would add 10 daily vehicle-hours and would increase the number of buses in service during the peak periods from 5 buses to 6 buses.

Given the growth in ridership demand since this business case was prepared as well as the potential for continued growth in 2025, these additional vehicle-hours will result in increased ridership but probably will not bring the number of successful searches to the 85% level. Service reliability could be further enhanced by adding an additional bus in September for 6 hours/day.

**2. Increase Commuter service level (no current business case)**

Three additional trips per day would be provided during the midday, increasing the frequency of service from 60 minutes between buses to 30 minutes between buses. The additional service would be implemented in September.

**3. Weekday evening & Sunday midday service (AUTO 335)**

This unfunded business case would benefit the community through expanded hours of service but is a lower priority than maintaining the reliability of existing services.

**BACKGROUND:**

n/a

**FINANCIAL IMPLICATIONS/TAXATION IMPACT:**

**Options:**

1.a. Weekday Service Reliability Enhancements (AUTO 334)

1 additional bus, 10 vehicle-hours

Net cost: \$145k (\$133k if implemented in February)

1.b. Weekday Service Reliability Enhancements (AUTO 334)

1 additional bus, 10 vehicle-hours

Net cost: \$133k (implemented in February)

1 additional bus, 6 vehicle-hours

Net cost: \$31k (implemented in September) (\$96k annualized in 2026)

Total Net Cost: \$164k

1.c. Weekday Service Reliability Enhancements (AUTO 334) **without Stony Plain**

1 additional bus, 10 vehicle-hours

Net cost: \$223k (\$205k if implemented in February)

1.d. Weekday Service Reliability Enhancements (AUTO 334) **without Stony Plain**

1 additional bus, 10 vehicle-hours

Net cost: \$205k (implemented in February)

1 additional bus, 6 vehicle-hours

Net cost: \$49k (implemented in September) (\$149k annualized in 2026)

Total Net Cost: \$254k

2. Increase Commuter service level (no current business case)
  - 3 additional trips/day
  - Gross cost: \$78k
  - Net cost: \$48k (implemented in September) (\$155k annualized in 2026)
  - Estimated additional fare revenue: \$11k
  - Stony Plain cost share revenue: \$10k (\$32k annualized)
  - Parkland cost share revenue: \$9k (\$29k annualized)
  
3. Weekday evening & Sunday midday service (AUTO 335) **without Stony Plain**
  - Net cost: \$191k

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