

Conventional Transit Performance Summary

Measures	2018 / 2019 Actual	2017 / 2018 Actual	YoY Variable	2018 / 2019 AOA Budget
Revenue Service Hours	125,000	122,000	2.94%	126,000
Passenger Trips	3,387,000	3,078,000	10.05%	2,917,000
Total Revenue	4,810,000	4,458,000	7.88%	4,402,000
Operating Cost per Passenger Trip	\$3.31	\$3.55	-6.57%	\$4.02

Custom Transit Performance Summary

Measures	2018 / 2019 Actual	2017 / 2018 Actual	YoY Variable	2018 / 2019 AOA Budget
Revenue Service Hours	25,000	25,000	-2.37%	26,000
Passenger Trips	68,084	67,907	0.26%	67,000
Total Revenue	145,000	166,000	-12.32%	185,000
Operating Cost per Passenger Trip	\$24.92	\$26.00	-4.16%	\$28.46

Fleet Update

The RDN transit fleet consists of 73 buses which include two different types; heavy duty and light duty.

Bus Type	Number of Buses	% of Fleet	Passenger Capacity	Comments
Heavy Duty	54	74%	81	Compressed Natural Gas (CNG) bus used on fixed route (conventional) transit.
Light Duty	19	26%	20	Smaller diesel bus used for handyDART (custom) transit and Community bus for fixed routes (conventional) that have fewer passengers.

RDN transit System is required to perform preventative maintenance on the bus fleet at certain intervals. To ensure service demands are met, there is an allocation of spare buses that are used when needed. The spare ratio calculation is the percentage of buses above the amount of buses that are required during peak service times. BC Transit has a spare ratio target of 20% for fleets greater than 50 buses. The RDN's current transit spare ratio is 19%.

On July 18, 2019 the Government of Canada, Province of BC, and BC Transit announced the purchase of 10 battery heavy duty electric buses for deployment in 2021. BC Transit is planning to create a fully electric fleet in all bus system types by 2040, which would include the RDN transit fleet. As BC Transit releases more information on electric buses, the Board will be updated.

ALTERNATIVES

1. That the RDN Transit Performance and Fleet Update report be received for information.
2. That alternative direction be provided.

FINANCIAL IMPLICATIONS

There are no financial implications.

STRATEGIC PLAN IMPLICATIONS

Transportation and Transit - Provide opportunities for residents to move effectively through and around the Region.



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Reviewed by:

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- P. Carlyle, Chief Administrative Officer

Attachment

1. 2018 2019 Annual Performance Summary