

Grey Transit Route

2024 Budget Considerations

November 9, 2023

Separation of Southgate and Grey Services

- Council requested staff provide further analysis eliminating the Grey County portion of the GTR service and leave the Southgate portion.
- Highway 10 route has the highest ridership of all routes.
- Separation of the two services would require renegotiating the contract with DriverSeat as the current pricing is based on certain efficiencies and economies of scale that could no longer be captured.
- The ridership between Owen Sound and Dundalk is about 25 daily and comes at a net levy impact of \$121,800. These riders would no longer have service.
- From a client service and long-term economic development perspective, consideration should be given to reducing costs by enhancing the Highway 10 service and eliminating other underperforming routes.

Highway 10 Service is Over Subscribed

- The volume of riders using the service to travel **solely** between Shelburne and Orangeville (Dufferin County residents) can exceed bus capacity.
- At times in the morning and afternoon rush Dundalk and other Grey County residents are left behind in Dundalk or Orangeville as no seats are available
- Dufferin and Shelburne don't contribute to the cost of the service their residents benefit from.
- The Town of Shelburne was providing weekend service within Shelburne and to Orangeville that Grey residents benefitted from however they are discontinuing this service due to low ridership and a high cost per rider.

Options For Highway 10

- Free up needed additional capacity/avoid additional Grey County and/or Southgate investment on the southern portion of the HWY 10 route by removing GTR stops in Shelburne. Not ideal as Dundalk residents and individuals staying at Skyview also like to get off in Shelburne.
- Approach Town of Shelburne and Dufferin County to look for financial support to continue offering the very popular service between Dundalk, Shelburne and Orangeville.
- Fund an increase in service between Owen Sound and Orangeville by reducing service between Owen Sound and Blue Mountains (cost neutral).

Additional Cost Savings for Consideration

- Reduce service between Owen Sound and Wiarton from September to May and operate a smaller vehicle in the winter months.
- Some of those savings could be directed to increasing service between Owen Sound, Wiarton and Sauble Beach from May to September. South Bruce Peninsula and Bruce County contribute to the summer program. Net savings here likely \$20,000
- Eliminate service between Meaford and Blue Mountains. Removing the daily service offering four trips a day would provide a net savings of \$121,850.
- Terminate GTR (2024 Levy impact \$438,300) and focus on an economic development approach. Develop a project to support businesses and entrepreneurs by reducing barriers to entry into the taxi and ridesharing industry and/or enhance existing operations.

GTR Service Summary

	Runs	Days of Service	2024 Total Projected Riders	2024 Projected Net Levy per Route	2024 Net Levy Cost per Rider	2025 Projected Net Levy per Route	2025 Net Levy Cost per Rider **
Route 1 Owen Sound to Dundalk	4	7	8,715	\$121,800	\$13.98	\$218,050	\$25.02
Route 2 Dundalk to Orangeville	4	5	10,461	\$14,100	\$1.35	\$153,200	\$14.64
Route 3 Owen Sound to Meaford	4	7	5,655	\$121,850	\$21.55	\$218,050	\$38.56
Route 4 Meaford to Blue Mountains	4	7	3,159	\$121,850	\$38.57	\$218,050	\$69.03
Route 5 Owen Sound to Warton	3	5	5,766	\$58,700	\$10.18	\$158,200	\$27.44
				\$438,300		\$965,550 -*\$266,250 =\$699,300	