



The Corporation of the Town of Tecumseh

Development Services

To: Mayor and Members of Council

From: Brian Hillman, Director Development Services

Date to Council: September 10, 2024

Report Number: DS-2024-30

Subject: Tecumseh Transit Service (TTS)
January to June 2024 Status Report and
One-Year Extension of Transit Delivery and Maintenance
Services Agreement with First Canada ULC
OUR FILE: T03 TTS

Recommendations

It is recommended:

That Report DS-2024-30 - Tecumseh Transit Service (TTS) January to June 2024 Status Report and One-Year Extension of Transit Delivery and Maintenance Services Agreement with First Canada ULC; **be received**;

And that the negotiation of an Amending Agreement to the existing Transit Delivery and Maintenance Services Agreement between the Town of Tecumseh and First Canada ULC, which facilitates a one-year extension to the existing contract for the period January 1, 2025 to December 31, 2025, consideration of which would be brought forward by way of a future report to Council, **be authorized**.

Executive Summary

This Report provides Council with an overview of ridership and revenue totals for the Tecumseh Transit Service (TTS) for the first six months (January to June) of the 2024 calendar year noting that the TTS has experienced a slight increase in ridership and revenue over the same time period in 2023. In addition, the Report provides a

recommended course of action with respect to the provision of transit services for 2025 in light of ongoing discussions with abutting municipalities regarding potential future changes to the transit service. Finally, the Report provides a status update on the purchase of three electric buses and related charging infrastructure.

Background

Tecumseh Transit Service Route

The Tecumseh Transit Service (TTS) is now mid-way into its fifteenth year of operation since it was introduced to the northerly urban area of the Town in December of 2009. From Monday to Friday, the TTS operates as a fixed-route service with a one-hour headway covering approximately 25 kilometres and 35 stops (see Attachment 1). On Saturdays, the TTS is an On-Demand service where riders can book rides using an app or the Town's call-in service.

The purpose of this Report is to provide Council with a ridership and revenue summary of the Tecumseh Transit Service (TTS) for the first six months (January to June) of the 2024 calendar year. In addition, the Report provides a recommended course of action with respect to the provision of transit services for 2025 and an update on the purchase of three electric buses and related charging infrastructure.

Comments

January to June 2024 Ridership Analysis

The TTS experienced higher monthly daily average ridership for five of the six first months in 2024 when compared against the same period in 2023. Monthly average daily ridership for the first six months of 2024 ranged from a high of 68 riders per day in February to a low of 56 riders per day in June (see Figure 1 below).

Figure 1
Average Daily Ridership by Month
2023 and January to June 2024

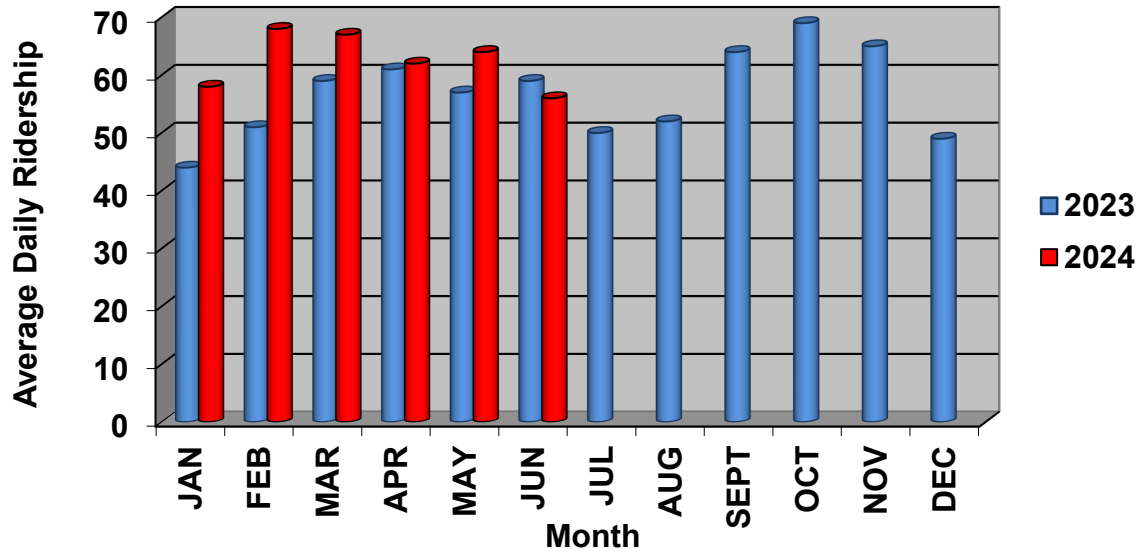
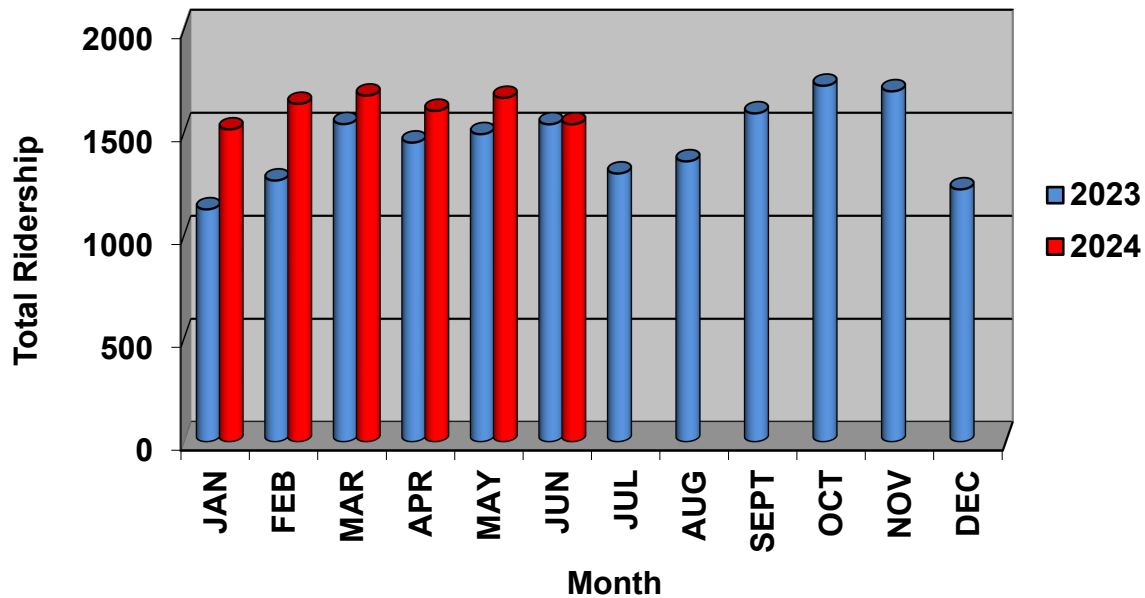


Figure 2 below illustrates total monthly ridership from January 2022 to the end of June 2024. The TTS experienced higher monthly ridership for five of the six first months in 2024 when compared against the same period in 2023. A high of 1,680 riders was achieved in March of 2024, with a low of 1,397 riders in June of 2024.

Figure 2
Total Monthly Ridership
2023 and January to June 2024



As with past years, the bus stop at Tecumseh Mall continues to be the most popular, accounting for 52% of all boardings, followed by the bus stops at the Food Basics and Zehrs grocery store plazas on Manning Road (9% and 4.5% of all boardings, respectively), L’Essor High School (4% of all boardings), and the stop immediately preceding the Tecumseh Mall stop on Southfield Drive (3% of all boardings) (see Attachment 2). In total, these five bus stops account for approximately 72% of all boardings on the TTS.

As illustrated in Figure 3 below, the TTS was in highest demand during the early morning period of 7:00 a.m. to 9:00 a.m., accounting for 17.5% of the total ridership, and the afternoon peak period between 3:00 and 5:00 p.m., with this two-hour period accounting for 23.6% of the total ridership. Ridership levels were relatively consistent during the late morning to early afternoon time periods. The lowest levels of ridership occurred during the first and last runs of the day.

Figure 3
Total Ridership by Time of Day
January to June 2024

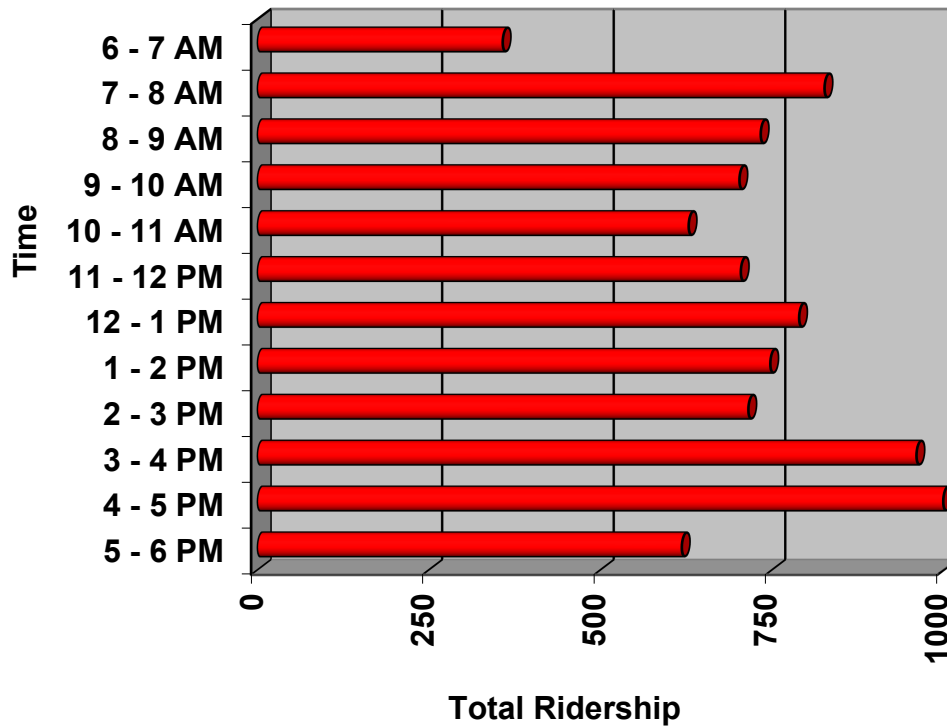
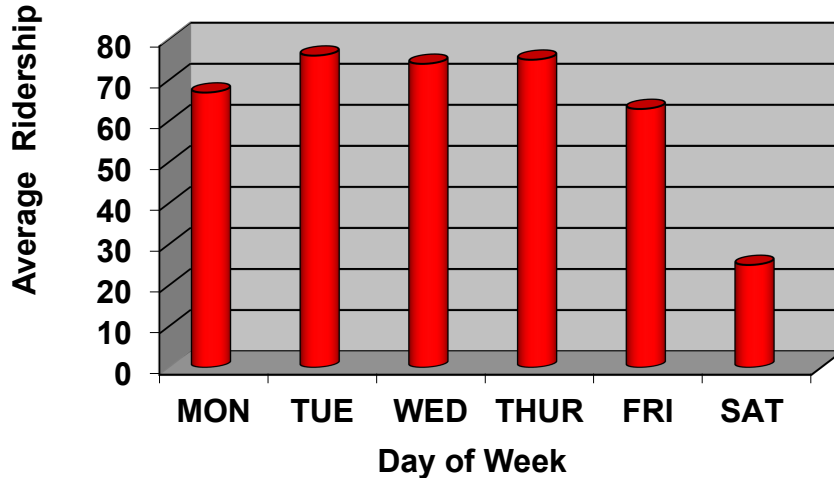


Figure 4 below illustrates that, except for Saturday, there does not seem to be any significant differentiation amongst the days of the week on which people are using the transit system. Lower ridership on the Saturday On-Demand service is attributed to fewer places of employment being open and schools being closed. The lower ridership was part of the reason for implementing the On-Demand service on Saturdays, as the bus is not in operation when there is no demand, thereby reducing fuel-related emissions and expenses.

Figure 4
Average Daily Ridership by Day of the Week
January to June 2024

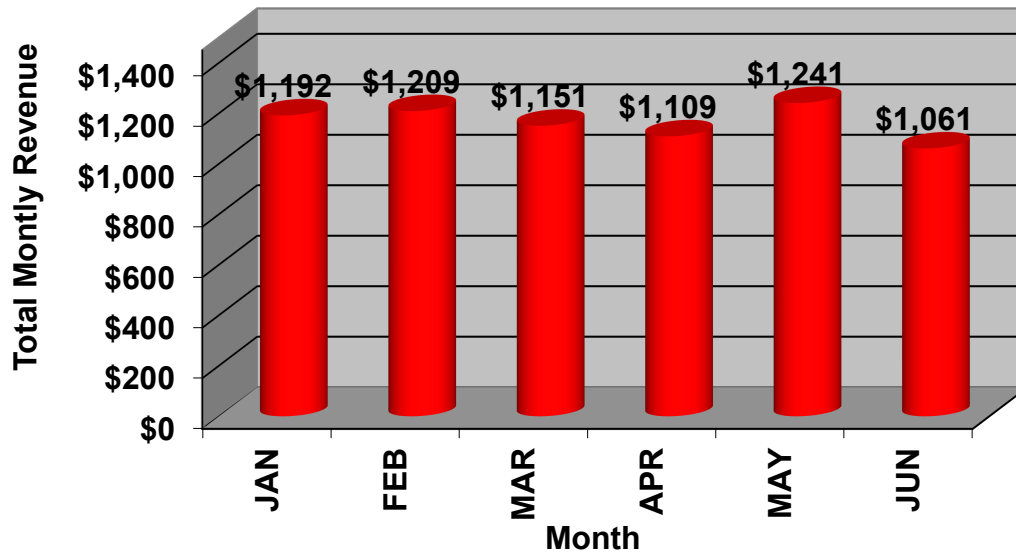


January to June 2024 Ridership Revenue Analysis

Figure 5 provides a summary of the monthly total fare box revenues generated by the TTS from January 2024 to the end of June 2024. Total monthly fare box revenues for the first six months of 2024 were \$6,967 (compared to \$7,155 in 2023). An additional \$2,415 was also generated through the sale of 50 bus passes for this period (compared to \$1,655 for 30 passes in 2023). In addition, \$450 was generated through the sale of pre-paid student single-ride tickets to L'Essor High School for students taking part in after-school activities. Accordingly, the total revenue for the first six months of 2024 was \$9,832 (compared to \$8,810 in 2023).

Of the 50 bus passes that were issued during the first six months of 2024, 26 were sold to seniors, 14 were sold to adults and 10 were sold to students. Riders with bus passes are primarily Tecumseh residents that use the TTS daily and, in some instances, multiple times per day.

**Figure 5
 Total Monthly Fare Box Revenues
 January to June 2024**



There are both cash fare and non-cash fare options for passengers. Non-cash fares include the following categories:

- Transit Windsor transfer (at Tecumseh Mall only);
- Transit Windsor bus pass (at Tecumseh Mall only);
- TTS bus pass; or
- free riders (i.e. child under the age of five, blind persons, veterans and persons assisting a person with a disability)

Figure 6 below identifies the distribution of passengers based on category of fare payment.

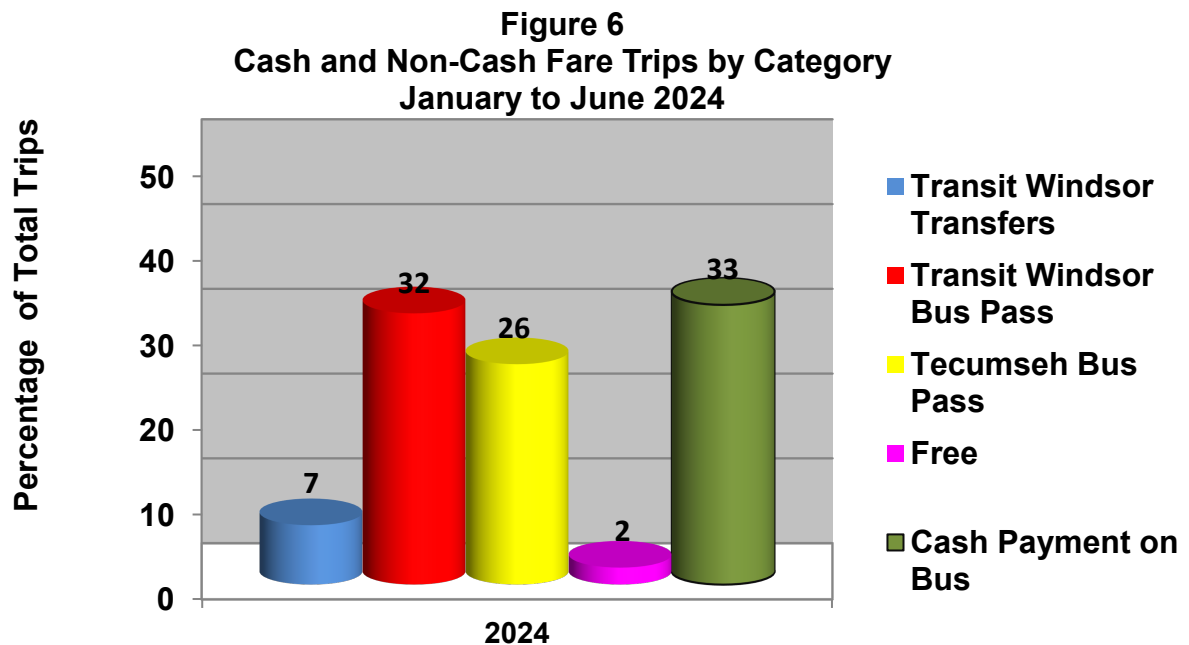
For the first six months of 2024, Transit Windsor transfers accounted for 7% of total trips and 10% of all non-cash fare trips. These trips are primarily Tecumseh residents who pay an outbound fare (to get to Tecumseh Mall), continue into Windsor by using the Transit Windsor system, then return to Tecumseh by using the aforementioned transfer stub.

Trips using a Transit Windsor bus pass, which accounted for 32% of total trips and 48% of non-cash fare trips, represent trips by those who board the bus at Tecumseh Mall from the Transit Windsor system and take the bus into Tecumseh. These riders then

pay the required fare when returning to Tecumseh Mall on the outbound trip back into the City of Windsor. These two boarding options continue to be valid only when boarding the bus at Tecumseh Mall.

The first six months of 2024 passengers using a TTS bus pass, accounted for 26% of total trips and 39% of all non-cash fare trips. These riders have purchased a monthly bus pass at the Town Municipal Office, which can be used at any transit stop in the system.

Free riders (children 5 and under, veterans, blind persons and riders accompanying a disabled rider) accounted for 2% of total trips compared to 3% of all non-cash fare trips.



Summary

- TTS ridership levels and revenue for the first half of 2024 have increased when compared against the same time period for 2023;
- Tecumseh Mall, the high-density residential areas along Tecumseh Road, the commercial district at Tecumseh and Manning and the L'Essor High School continue to be the most popular destinations for transit users;

- Highest demand for the service occurs during the morning and afternoon peak commuter times;
- Ridership is relatively consistent throughout the weekdays but drops on Saturdays when fewer places of work are open and schools are closed;
- The primary form of fare payment continues to be on-board cash, followed by transfers from the Transit Windsor service and bus passes.

Transit Delivery and Maintenance Services Agreement

As noted earlier in this Report, the Town manages the TTS but contracts the operation and maintenance of the two Town-owned buses to First Canada ULC (formerly First Student Canada). First Canada ULC has been the TTS service provider since its inception in 2009.

Council recently extended the service agreement with First Canada ULC to the end of this year to provide an opportunity to consider possible relationships with the Municipality of Lakeshore and Transit Windsor. These discussions are ongoing and progressing. Based on the foregoing, it is neither feasible nor recommended that a change in service delivery be contemplated at this time. It should also be noted that the Town continues to have a sound service provider relationship with First Canada ULC.

Town Administration believes that it is appropriate to enter into a one-year contract extension in accordance with Section 3 of the existing Transit Delivery and Maintenance Services Agreement. If Council agrees, an amending agreement will be brought to Council under separate report for consideration prior to the end of 2024.

This one-year period will allow the necessary time for Administration to undertake the RFP process to select a Transit Delivery and Maintenance Service provider in coordination with the delivery of the electric transit buses expected in early 2025 (see following section for more information).

Status of New Electric Buses

The Town was recently awarded \$1,080,000 through the Rural Transit Solutions Fund (“RTSF”) to purchase two accessible electric transit buses and a charging station. Subsequently, a Project Change Request Form was submitted to the RTSF for the purchase of three electric buses and two chargers. This request was approved and the draft contribution agreement between the Town and the federal government was amended and executed to facilitate the purchase of three buses and related charging infrastructure. More recently, a Request for Proposals for the new electric buses and charging stations was issued. The RFP closes later this month after which a contract

will be awarded to the successful bidder with the subsequent delivery of the new electric buses anticipated early in 2025.

As noted in Report [DS-2024-03](#) , the acquisition of three buses and related charging infrastructure will enable the Town to maintain a back-up bus if one of the electric buses needs to be taken off-route for maintenance purposes. It will also allow us to consider expanding our service area and hours in the future, particularly for the on-demand service.

Consultations

First Canada ULC

Financial Implications

None

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
<input type="checkbox"/>	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
<input checked="" type="checkbox"/>	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
<input checked="" type="checkbox"/>	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

Communications

Not applicable

Website Social Media News Release Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Enrico DeCecco, BA (Hons), MCIP, RPP
Senior Planner

Reviewed by:

Chad Jeffery, MA, MCIP, RPP
Manager Planning Services & Local Economic Development

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1.	Current TTS Fixed Route
2.	Total Ridership By Bus Stop, January to June 2024