



**OTTAWA TAX PAYERS ADVOCACY GROUP**

*"The Silent Majority is Silent No More"*

**The Ottawa Taxpayer Advocacy Group Releases Detailed Plan for 2 Year Budget Freeze – No New Money**

**Transit**

Total spending has doubled in 9 years to 386 million, 400% increase in overtime, doubling of bus garage cost to \$100 million dollars, absenteeism, fines for not calling out stops, failure to warm buses during winter, leaving passengers stranded, empty buses due to scheduling problems, ticket machines that don't work, articulated buses that can't turn, selling buses with 6 more years of life at a 40% discount etc. Kindly estimate the cost of providing each service based on the groups below? If there is a 5% cut on this core service, what will be the impact to each cost group?

Total Transit compensation has gone up 244% since 2001 to about 218 million dollars or 58% of the total Transit budget, if past growth is replicated into the future, the cost of bus passes will double in 10 years, do you agree with this projection? If not, how will the growth be funded? How many part time bus operators did we have at amalgamation and how many do we have now? What is the reason for the change?

	Service	operating cost	Total Program
	<b>Transit Services</b>		
	Labour - Maintenance		
	Labour – Bus Operator		
	Scheduling		
	LRT		
	Bus Purchase		
	O Train		
	Para Transpo		
	Security		
	Rail Safety & Development		
	Service Design		
	Fleet		
	Other Facilities Maintenance		
	Transit Way Maintenance		
	Transit Station Maintenance		
	Transit Shelter Maintenance		
	IT		
	Telephone & Radio Equipment		
	Gasoline		
	Other Parts		
	Engine Parts		
	Body Parts		
	Tires		
	Brakes		
	Other Lubricants		
17	Uniforms	384,910	386,536

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On the assumption that the Province and the Federal Government will provide \$600 million dollars each for our transit plan, please provide a cost estimate for the following transit options (we are not asking you to spend time to provide an accurate figure, we would be pleased with an answer that has a + or - \$200 million accuracy):

BRT with tunnel (city's contribution is less than 100 million?)  
LRT with tunnel (city's contribution is more than 900 million?)

LRT without tunnel (city's contribution is less than 300 million?)  
BRT without tunnel (city's contribution is less than 100 million?)

Heavy rail from outlying cities and BRT with tunnel (city's contribution is less than 100 million?)  
Heavy rail from outlying cities and LRT with tunnel (city's contribution is more than 900 million?)

Heavy rail from outlying cities and BRT without tunnel (city's contribution is less than 100 million?)  
Heavy rail from outlying cities and LRT without tunnel (city's contribution is more than 300 million?)

O-Train loop across the Alexandra Bridge on the empty train lane.

Use of the existing tunnel

Use of the Bryon right of way for either LRT or BRT expansion.

Aerial Gondola's in some spots downtown

The Bixie commuter bike system

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2009/11-25/tc/03-ACS2009-ICS-TRA-0017%20-%20Rail%20System%20Selection.htm>

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2010/01-13/tc/ACS2009-ICS-PGM-0214.htm>

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2010/01-13/tc/ACS2009-CCS-TTC-0021.htm>

[http://www.ottawasun.com/news/columnists/susan\\_sherring/2010/01/23/12589681.html](http://www.ottawasun.com/news/columnists/susan_sherring/2010/01/23/12589681.html)

<http://www.caw4304.ca/lrt/index.htm>

[http://www.telecabinemontreal.com/benefits\\_en.html](http://www.telecabinemontreal.com/benefits_en.html)

<http://www.ibiketo.ca/blog/2008/09/23/bixi-montreals-public-bike-system>

### City Response:

A summary of the 2001 and 2010 compensation budgets are provided below.

	2001	2010	Inc
Overtime elements	6,279,196	12,676,005	102%
Total compensation	117,282,338	225,872,234	93%

The increase is due to the expansion of service over the past 10 years as the City continues to grow and contract settlements. In addition, ParaTranspo services were provided by the private sector at the time of amalgamation but were brought in-house in 2008 due to the lack of private sector interest in providing this service when the contract expired.

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### **City Response**

Any increases in the annual price of a bus pass will be decided by future Councils

### **City Response**

There are no part-time bus operators employed by OC Transpo. With the assumption of ParaTranspo services in-house, there are 16 part-time drivers.

### **City Response**

In November 2008, Council approved the City's Transportation Master Plan which calls for a greatly expanded network of bus rapid transit and electrified light rail corridors through the downtown which incorporates a tunnel. Staff will not be developing estimates for alternative scenarios as presented below. The following is a link to that report  
[http://www.ottawa.ca/city\\_hall/master\\_plans/tmp/index\\_en.html](http://www.ottawa.ca/city_hall/master_plans/tmp/index_en.html)

### **Follow Up Question Transit**

The figure of 400% increase in overtime was a direct quote from the OC Transpo General Manager, during the strike.

Your response says there are currently no part time operators in OC Transpo. The fir reports say that in 2002 there were 422 part time operators, since this is the best way to eliminate overtime, why don't we hire some part time bus operators?

On the issue of the Transit options it is unfortunate that the City is not willing to provide cost for the different alternatives.

On the issue of Para Transpo being brought back in house, the transit business can be broken into 4 main areas: stations & bus shelters, buses, maintenance and bus operation. It would seem that in the case of maintenance and bus operation, the private sector has a natural compensation advantage. CFIB showed a 24% transit compensation gap between the private and public sector in Ottawa, throw in pensions and the gap jumps to 40%. Compensation is about 60% of the total transit costs, so why was the private sector not interested? If the issue is low ridership, it would seem that City could subsidize lower ridership and still come out ahead.

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