

# TRANSIT RIDERSHIP AND FUNDING TRENDS

Budget delegation to City of Hamilton Council  
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Social Planning and Research Council of Hamilton



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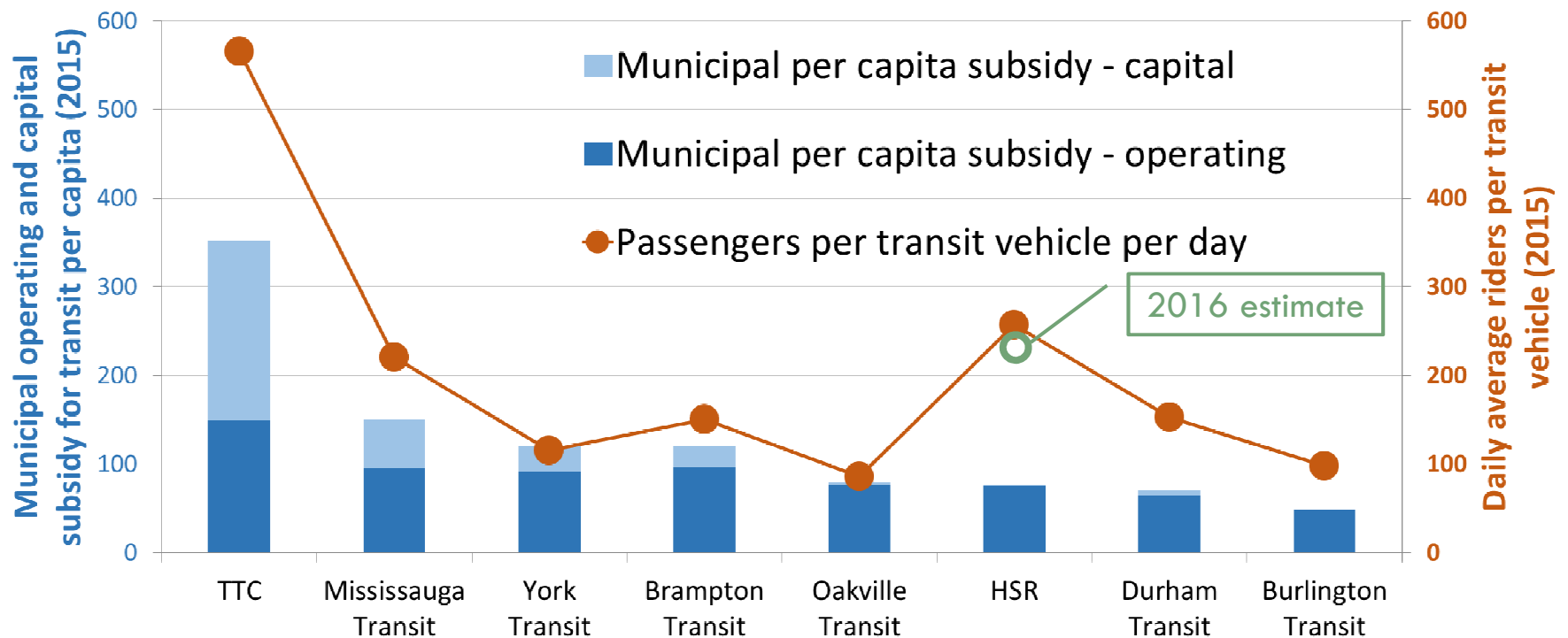


# Summary

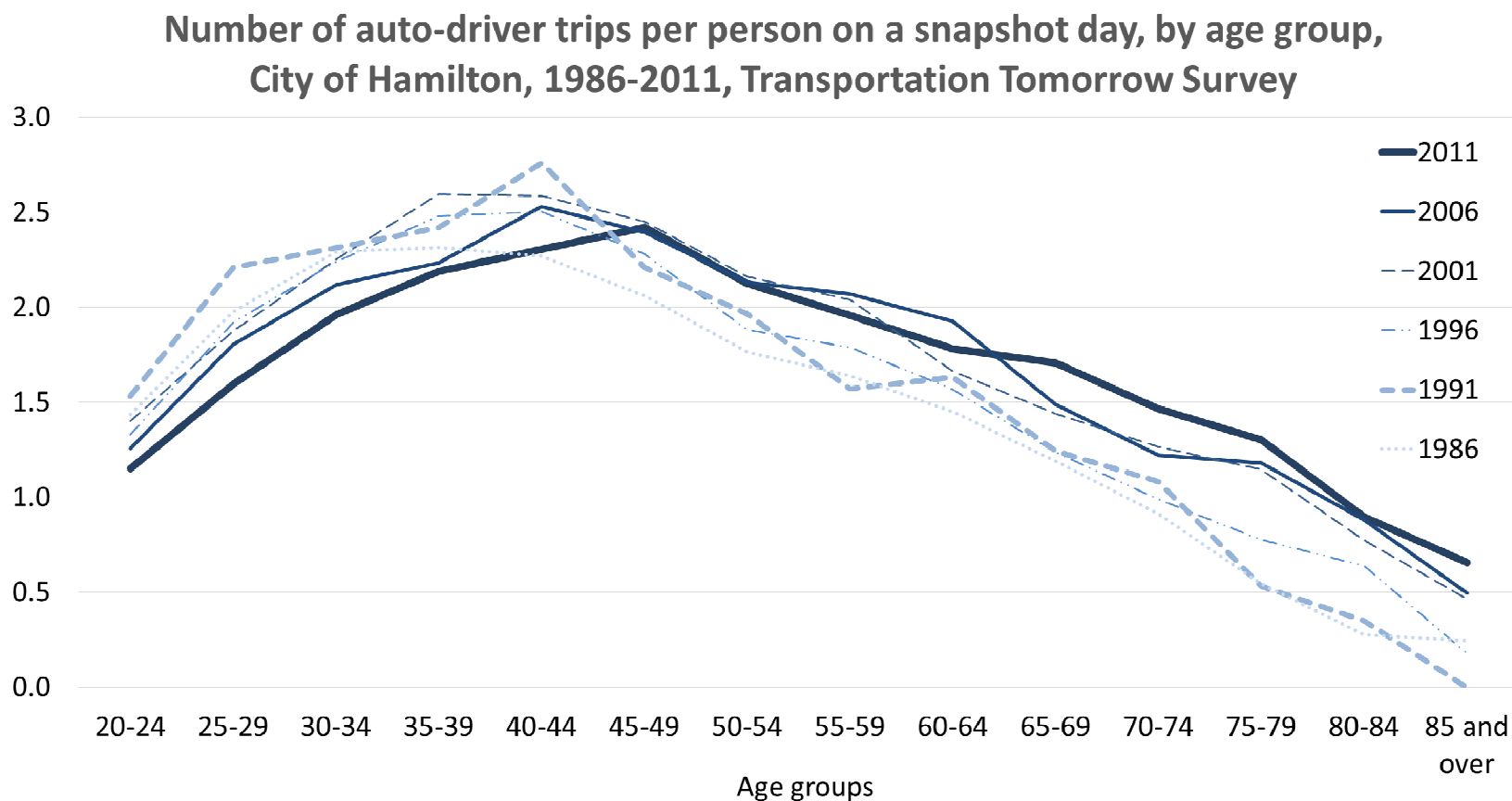
- ✧ Ridership: despite small decline in rides counted HSR buses remain more full than many other cities
- ✧ Driving and transit trends by age show that Hamilton is becoming more multi-modal city
- ✧ Fare increases compared to inflation and incomes show that riders are paying more than their “fair share”
- ✧ Municipal funding compared to other cities and median incomes remains low; HSR is one of the most effective investments of city dollars.

**Ridership:** Service quality, including busses more packed than anywhere in GTHA except Toronto, is contributing factor to small ridership decline

**Municipal operating and capital funding per capita and ridership per transit vehicle per day, City of Hamilton and other GTHA cities, Canadian Urban Transit Association Transit Factbook (2015)**

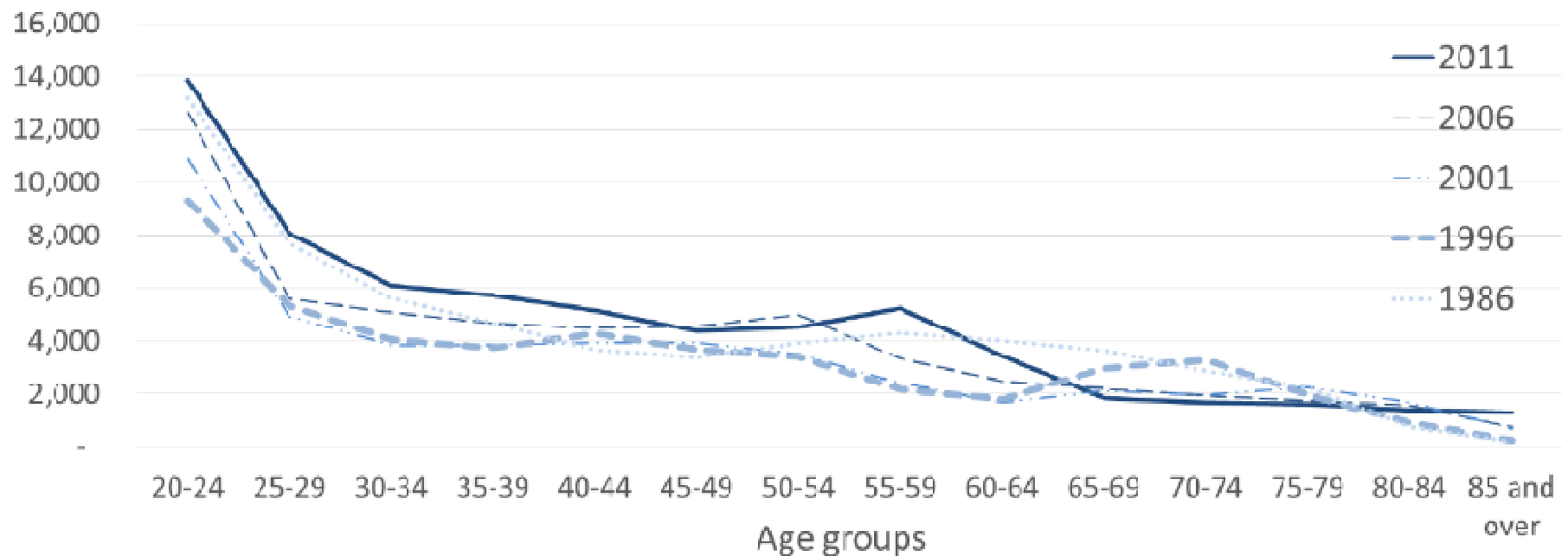


# Driving rates decreasing among younger and middle aged people, increasing among older people

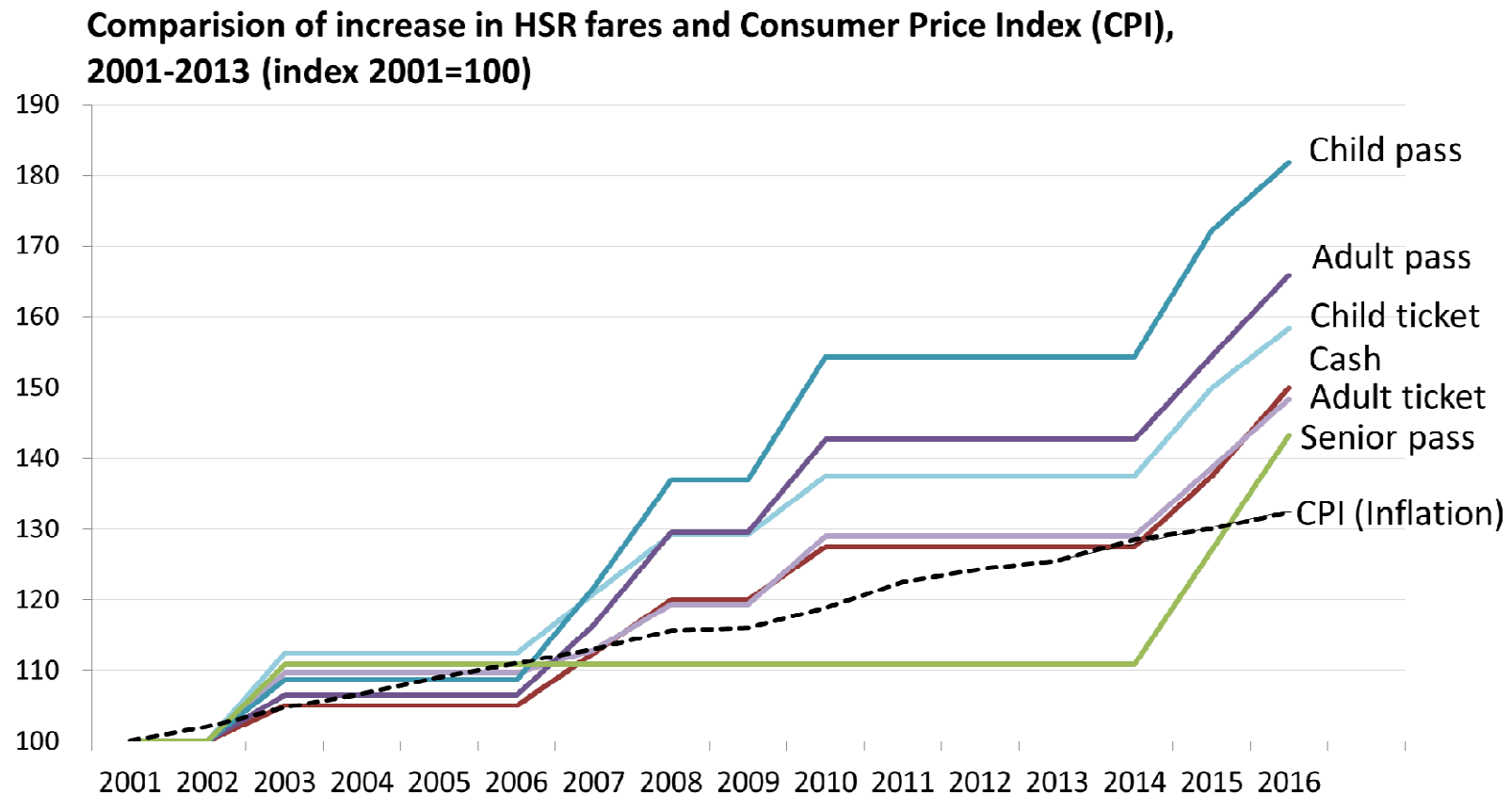


# Transit trips increasing among younger and middle-aged people, decreasing among most older age groups

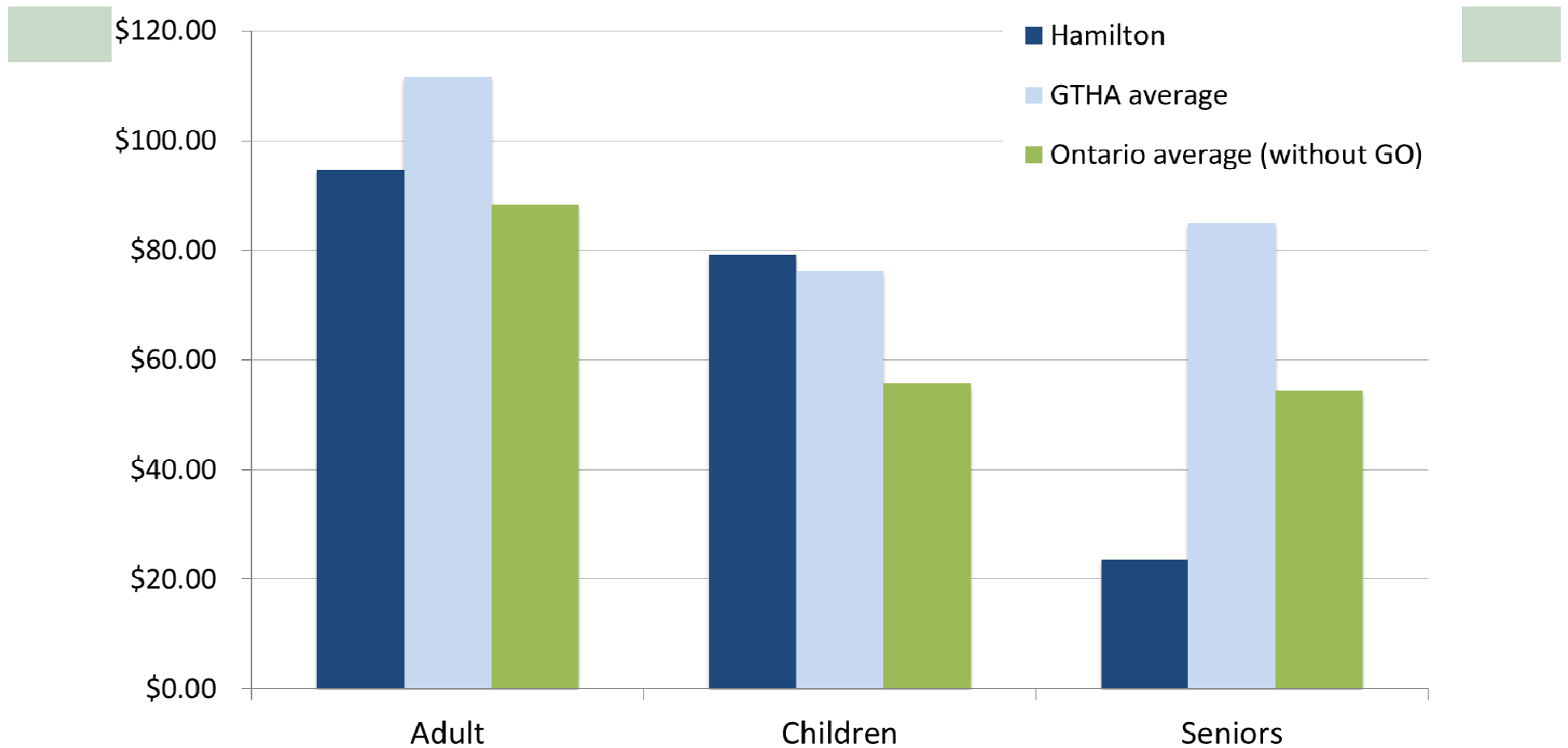
Transit trips on a snapshot day, by age group, City of Hamilton, 1986-2011, Transportation Tomorrow Survey



# HSR fares and inflation: despite some periods of fare freezes, fares have increased faster than inflation since 2001



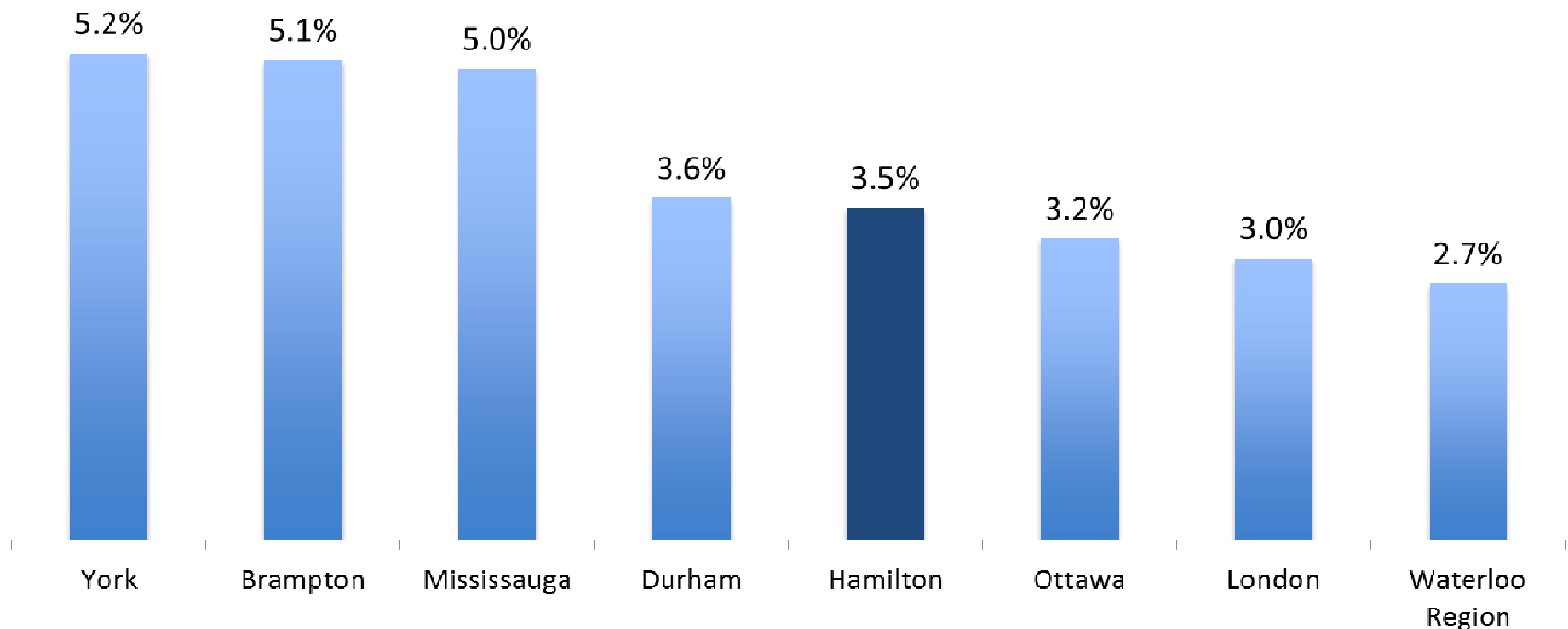
# Cost of monthly transit pass: child fares are higher than average



# Fares by median income comparison:

As a percentage of income, Hamilton fares are in the middle of comparable transit systems

**Monthly adult transit pass (2015) as a percentage of median annual income (2014), City of Hamilton and other selected cities, Canadian Urban Transit Association Transit Factbook and Statistics Canada Taxfiler data**

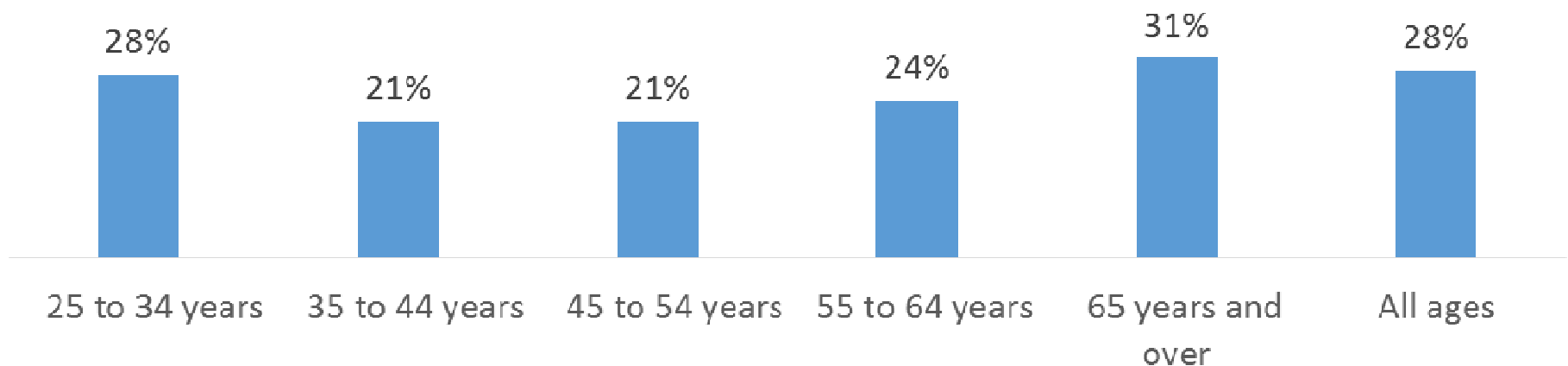




# **Cost of driving much bigger concern for low income residents than property taxes.**

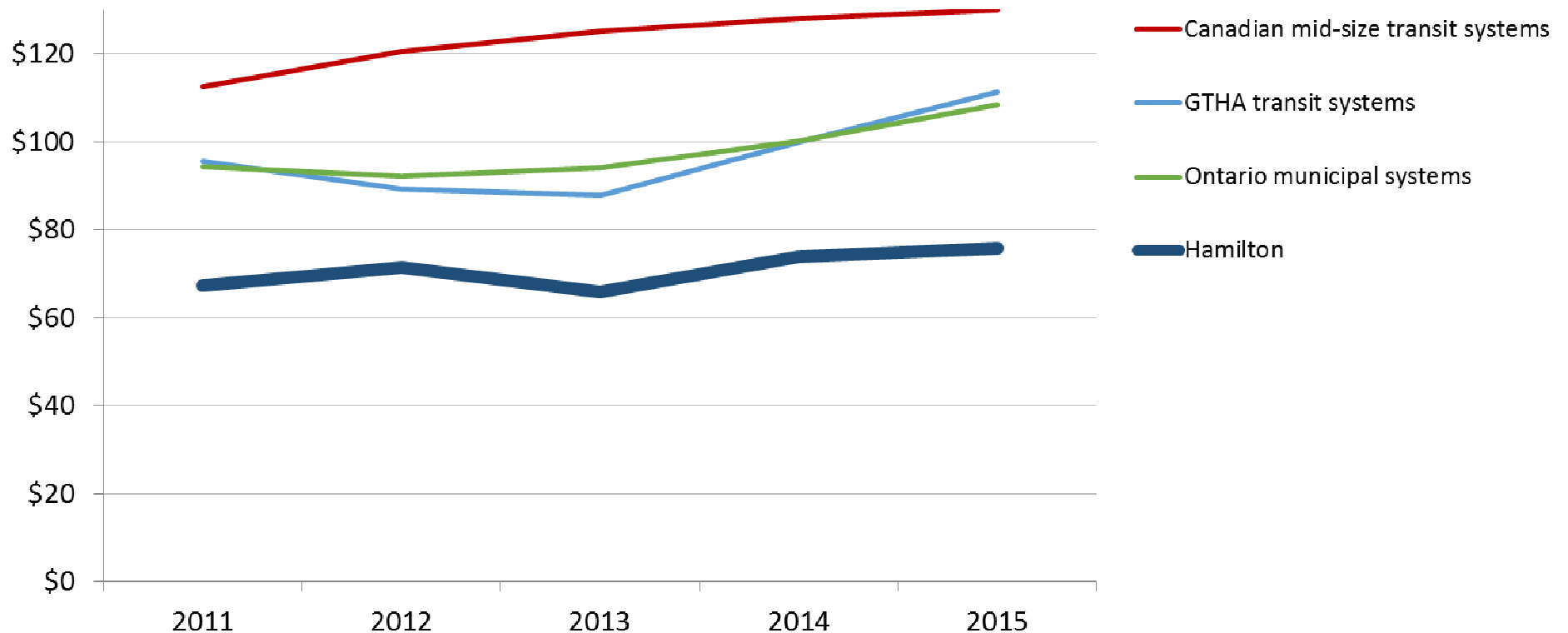
## **Good transit system saves residents on car costs.**

**Percentage of median average after-tax income that could pay for the lowest average annual costs of car ownership, by age groups, City of Hamilton (2011 National Housing Survey Income data and 2012 CAA Driving Costs report)**



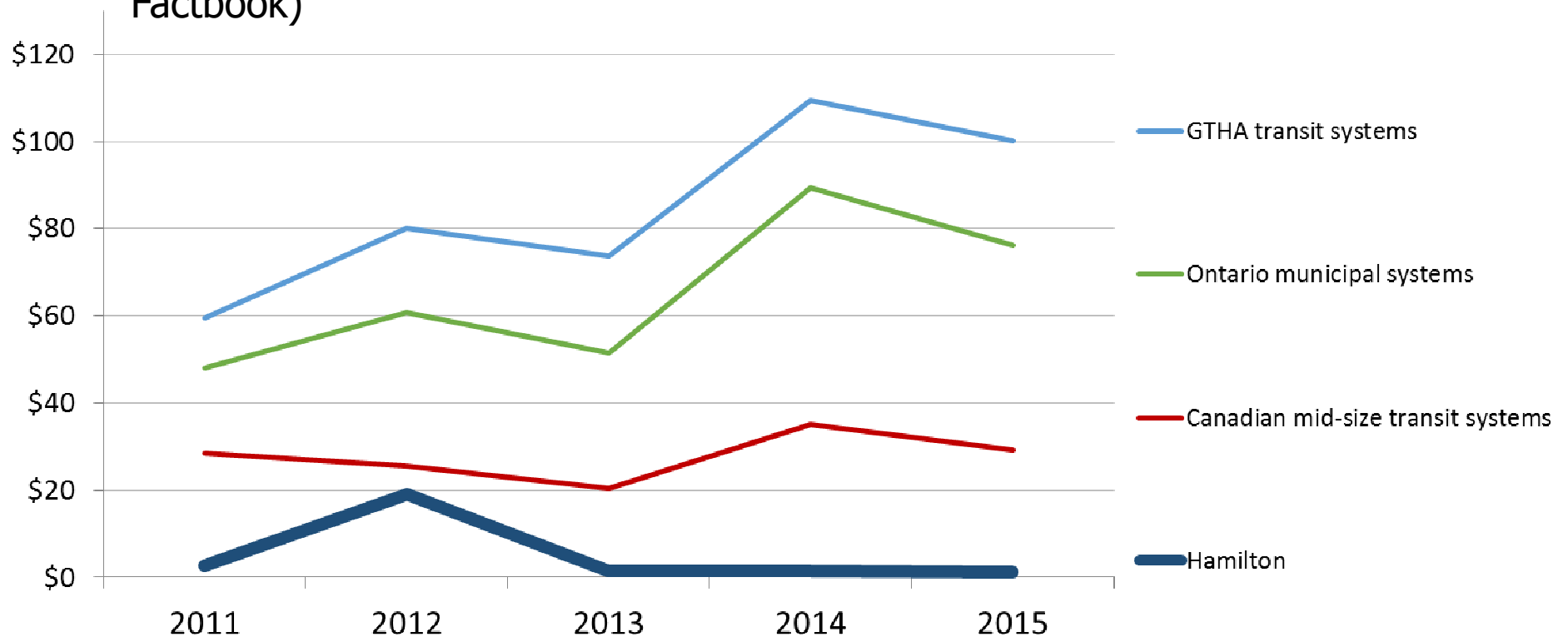
# HSR municipal *operating* funding is low

Municipal transit *operating* funding per service area capita, City of Hamilton compared to GTHA transit systems, Ontario transit systems (excluding GO) and Canadian transit systems for cities with population more than 400,000 and less than 2 million, 2011-2015 (Canadian Urban Transit Association Transit Factbook)



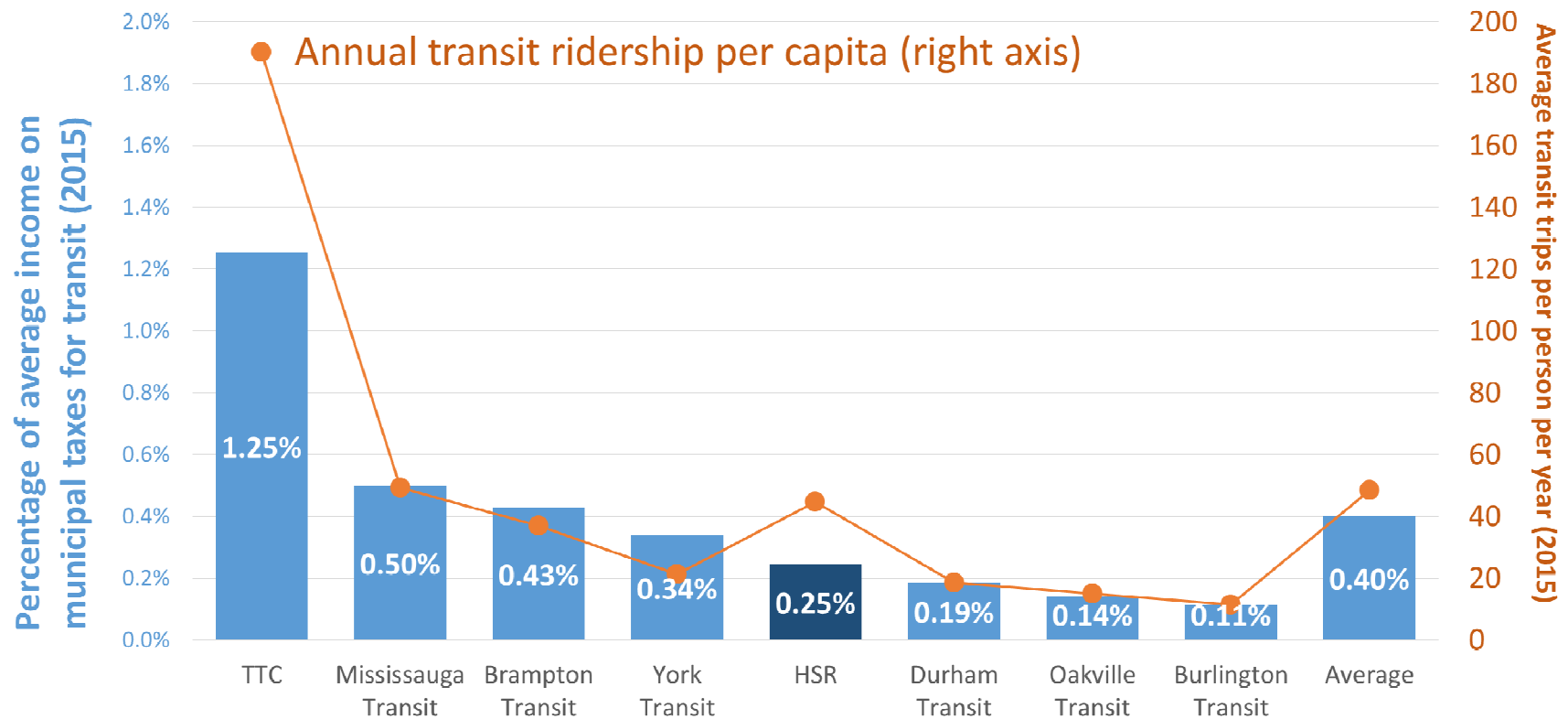
# HSR municipal *capital* funding is low

Municipal transit *capital* funding per service area capita, City of Hamilton compared to GTHA transit systems, Ontario transit systems (excluding GO) and Canadian transit systems for cities with population more than 400,000 and less than 2 million, 2011-2015 (Canadian Urban Transit Association Transit Factbook)



# Even accounting for median income differences and ridership, Hamilton's municipal transit funding is low

Municipal operating funding per capita (2015) as a percentage of median annual income (2014) and annual per capita ridership (2015), City of Hamilton and other GTHA cities, Canadian Urban Transit Association Transit Factbook and Statistics Canada Taxfiler data



# HSR is incredibly effective investment:

Despite lower funding, HSR is the second most transit enthusiastic city in the GTHA, with highest number of passengers per vehicle after the TTC.

**Municipal operating and capital funding per capita and ridership per transit vehicle per day, City of Hamilton and other GTHA cities, Canadian Urban Transit Association Transit Factbook (2015)**

