

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** August 19, 2014

**SUBJECT:** SHELTER BUSES

## **ACTION ITEM**

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### **RECOMMENDATION**

It is recommended that the Board receive the following report in response to a TTC Board request and that further reporting be discontinued.

### **FUNDING**

This report has no effect on the TTC's capital or operating budgets.

### **BACKGROUND**

At its Board meeting on November 21, 2012, TTC Staff were asked to provide semi-annual reporting to the Board, as part of the Chief Executive Officer's Report, detailing shelter bus incidents.

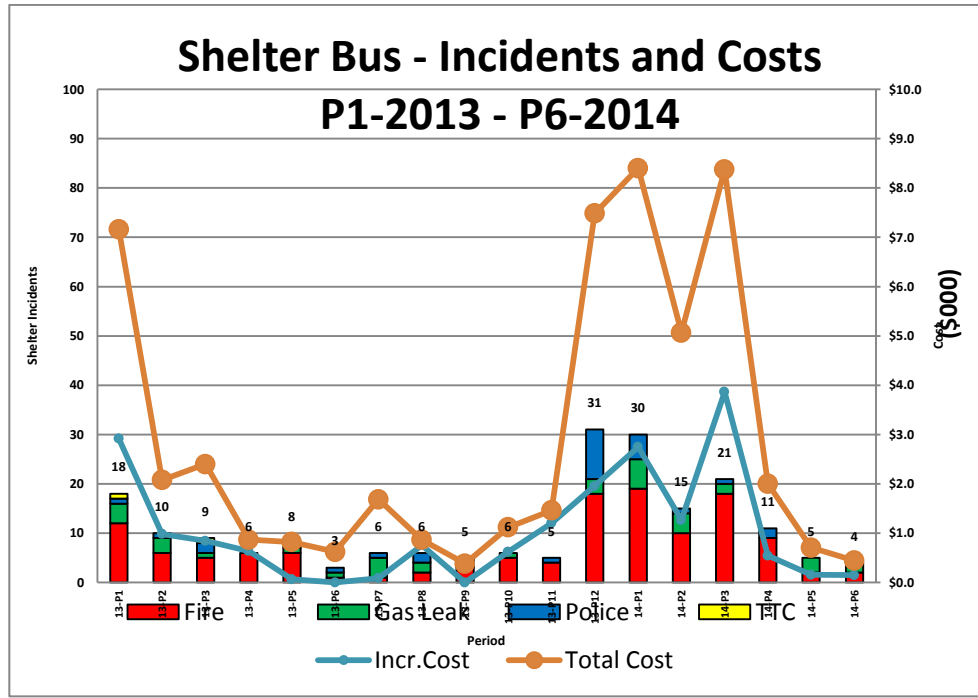
### **DISCUSSION**

The TTC is often requested by Toronto Police Services (TPS) or Toronto Fire Services (TFS) to provide vehicles to be used as temporary shelters during an emergency such as a fire, gas leak or police activity. Typically this request is made to Transit Control where it is recorded and then passed to the bus division responsible for coordinating shelter and shuttle buses. There are, however, times when the request is made at the street level when the need is more immediate. No particular validation is made by TTC as to the nature of the emergency.

The TTC typically dispatches a bus from the route closest to wherever it is required. Usually the TTC dispatches a standby bus or waits for a bus to be dispatched from a station or loop to minimize the effect of offloading passengers.

The incidence of the requests is weather dependent with higher incidents occurring in the winter months.

The following chart illustrates the number and type of incidents as well as the incremental and total costs of responding to these requests over the past 18 financial periods.



Incremental costs are calculated by subtracting the Out of Service minutes from the total "On-Shelter" time and applying an operating rate of \$90/Hour. Buses pulled from regular service for shelter duty are not replaced and therefore the in-service cost has already been budgeted. Total cost is the "On-Shelter" time with the operating rate applied and is shown for information. The opportunity costs of removing a bus from service for shelter duty would be very difficult to calculate with any confidence.

The 2013-2014 winter was particularly cold and prolonged and involved higher TPS activity due to the effect of the ice storm in late December.

This reporting has been presented in the Chief Executive Officer's report on two prior occasions (Board Meeting dates: July 24, 2013 and February 24, 2014).

**JUSTIFICATION**

All reported incidents have been managed in accordance with established procedures.

Considerable staff time is expended collecting the Shelter Bus information from various data sources, validating each incident and preparing the reporting to the Board. Given the relative low cost/impact of this activity it is recommended to discontinue this reporting to the Board.

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