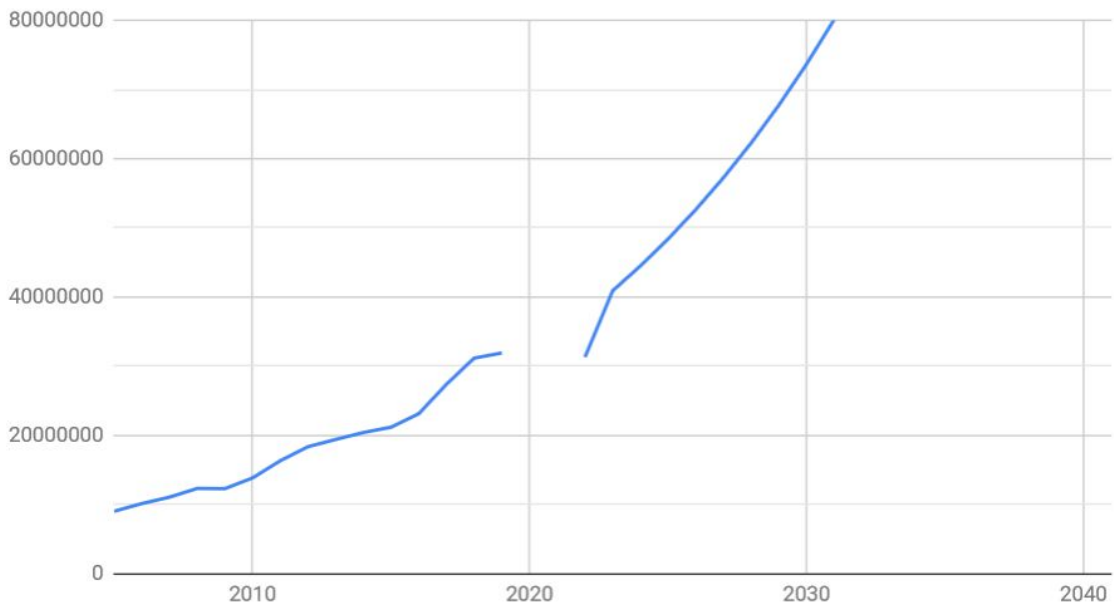


Bus electrification

CW159-2024



BT Ridership Per Year



In the Base Case for 2041, the report projects a 76% increase in service hours by 2041, and a 76% increase in fleet size. That number is nonsense. The long run average for BT, from 2005 through 2023, even counting the pandemic is an annual ridership increase of 8.8%. When one advances that forward, we would surpass a 76% ridership increase in 2029-2030, and by 2035, we would reach an increase of 175% over 2023 ridership. Having ridership grow at twice the rate of buses is certainly feasible, after all, we could potentially see major ridership increases on the weekends, some during midday, and by introducing night service. For double the rate of service hour increase, it might be possible, if we were going extremely heavily on articulated buses, and were limiting service hour growth. To achieve both would be quite difficult, especially since we are starting from dire bus overcrowding, there simply isn't slack in the system, there is no "fat" to use. Yet, with an 8.8% growth, that actually works out to a 356% ridership increase, nearly 5x the increase in buses and service hours, a literally impossible feat. So how could we make this work? A minimum 100k service hour increase for the rest of this term, and after the end of this term, they will have to step it up further. Pivoting growth buses to overwhelmingly 60ft buses will help tremendously on the operating side, because they are so much more efficient at moving large volumes of people.



Third & Fourth MSF

d) Additional facilities:

- Based on the preferred Scenario 3 mixed fleet and rollout to 2041, the proposed fleet size of 1,132 cannot be accommodated within the indoor storage capacities of the Brampton Transit facilities, shown in standard bus equivalents (SBEs) as follows:
 - Sandalwood Transit Facility: 371
 - Clark Transit Facility: 178
 - New Third Transit Facility
 - Phase 1: 250
 - Phase 2: 183
 - Total: 982
- Storage limits at the New Third Transit Facility are anticipated to reach near capacity in 2034 (973 buses forecasted).
- Further assessment will need to be completed to determine the fleet storage strategy beyond 2034, including potential for expansion and/or relocation options for existing facilities and/or the need for a potential New Fourth Transit Facility.

By the time the 3rd MSF is done, it will have taken BT 9 years to go from discussing the MSF at council to it being finished. Even if everything went to plan in this document and we needed the 4th MSF by 2034, then nine years prior to that brings us to next year. As such it is critical BT planning the fourth MSF ASAP