



Report
Staff Report
The Corporation of the City of Brampton
4/2/2025

Date: 2025-03-11

Subject: **Budget Amendment – Brampton Transit Service Extensions into the Town of Caledon**

Contact: Doug Rieger, Director, Transit Development

Report number: Brampton Transit-2025-231

RECOMMENDATIONS:

1. That the report from Doug Rieger, Director, Transit Development to the Committee of Council Meeting of April 2, 2025 re: **Budget Amendment – Brampton Transit Service Extensions into the Town of Caledon**, be received;
2. That Council approve the addition of three (3) Full-time Transit Operator positions costing approximately \$345K in order to deliver approximately 4,500 annualized services hours requested by Caledon, to be fully funded through recoveries from Caledon resulting in a net zero budget impact to the City of Brampton.

OVERVIEW:

- **Brampton Transit has been providing transit services into the Town of Caledon since 2010. These services not only benefit the Town of Caledon but also provide service for Brampton residents working in the growing employment lands along the Brampton-Caledon boundary, as well as connecting Brampton employers to a broader population base.**
- **The Town of Caledon has requested a more significant increase in service for 2025, which will add approximately 4,500 annualized service hours to the Brampton Transit network. In order to deliver these services, this will require a small increase in staffing (3 Transit Operators) and operating funding.**
- **The net cost to the City of Brampton is zero dollars, as 100 percent of the operational and capital costs to deliver these services are recovered through the fares collected on these services and the fees charged to the Town of Caledon.**

BACKGROUND:

Brampton Transit has been providing transit services into the Town of Caledon since 2010 with the extension of the Route 30 Airport into the Tullemore area on Airport Road, north of Mayfield Road. Since this time, Brampton Transit service has been extended north of Mayfield Road along Kennedy Road and Dixie Road, and most recently into the Bolton community.

These services not only benefit the Town of Caledon but also provide service for Brampton residents working in the growing employment lands along the Brampton-Caledon boundary, as well as connecting Brampton employers to a broader population base.

The City of Brampton has a formal agreement with the Town of Caledon where they subsidize the incremental net operating and capital costs of these services, less fare revenue collected within the Town of Caledon. The Town also pays an administration fee to cover the cost to manage the program. In 2024, The Town of Caledon paid the City of Brampton approximately \$335,000 for these transit services.

CURRENT SITUATION:

The Town of Caledon is requesting some further enhancements to the services that would be implemented later in 2025. This would include adding weekend service to the Route 81 along Kennedy Road, increased service to the Route 41 that travels into Bolton and a new extension of the Route 25 into the Mayfield West community. Brampton Transit staff are supportive of these changes as there is a corresponding benefit to City of Brampton residents and businesses.

Previous service extensions have been more minor in nature and the resources to accommodate these services were absorbed into the service hours approved through the annual budget process. The additional services proposed for 2025 are more significant, totaling an equivalent of approximately 4,500 annualized service hours. These additional hours will require the hiring of an additional three (3) Transit Operators and an increase in operating budget to deliver these services. The net cost to the City of Brampton is zero dollars, as 100 percent of the operational and capital costs to deliver these services are recovered through the fares collected on these services and the fees charged to the Town of Caledon.

CORPORATE IMPLICATIONS:**Financial Implications:**

There will be no financial implications. The net cost to the City of Brampton is zero dollars, as 100 percent of the operational and capital costs to deliver these services are

recovered through the fares collected on these services and the fees charged to the Town of Caledon.

STRATEGIC FOCUS AREA:

This report supports the following Strategic Focus Area by improving transit access for for Brampton residents to businesses in the Town of Caledon, while also connecting Brampton employers to a broader population base.

- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.

CONCLUSION:

Extending Brampton Transit services into the Town of Caledon benefits both the City of Brampton and the Town of Caledon. Increasing Brampton Transit’s 2025 budget to accommodate additional service extensions into the Town of Caledon is recommended, as it will also have a net zero dollar impact on the City of Brampton.

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