

Transit Advisory Committee

March 1, 2021



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Deferral of 2020 Items



- **Service Deferral**
 - 27,600 transit service hours (annual)
 - \$2,382K net cost of service
- **Fare Change Deferral**
 - Fare change (adult and cash fares)
 - Free Fares for Brampton seniors

2021 Budget

- **Operating Budget**

- Gross operating budget of \$180M
- Net budget adjustment of \$1.8M

- **Capital Budget**

- \$71.4M total budget approved
- \$45M for bus purchases (19 growth, 24 replacement)
- \$13.1M for bus refurbishments
- \$10M for replacement of Smartbus CAD/AVL system
- \$1.3M to support HuLRT project, fuel rate decrease, PRESTO commission fee increase.





ICIP Update

Federally Approved Projects:

- 2020-2024 Bus Refurbishments **(\$56M)**
- 2020-2021 Replacement Buses **(\$23M)**
- Transit Hub **(\$30M)**
- Smartbus Camera/DVR Replacement **(\$5M)**

Projects Pending Federal Approval:

- Smartbus CAD/AVL System Replacement **(\$10M)**
- New Transit Maintenance and Storage Facility **(\$175M)**
- 2020-2023 Growth Buses **(\$171M)**

Ridership

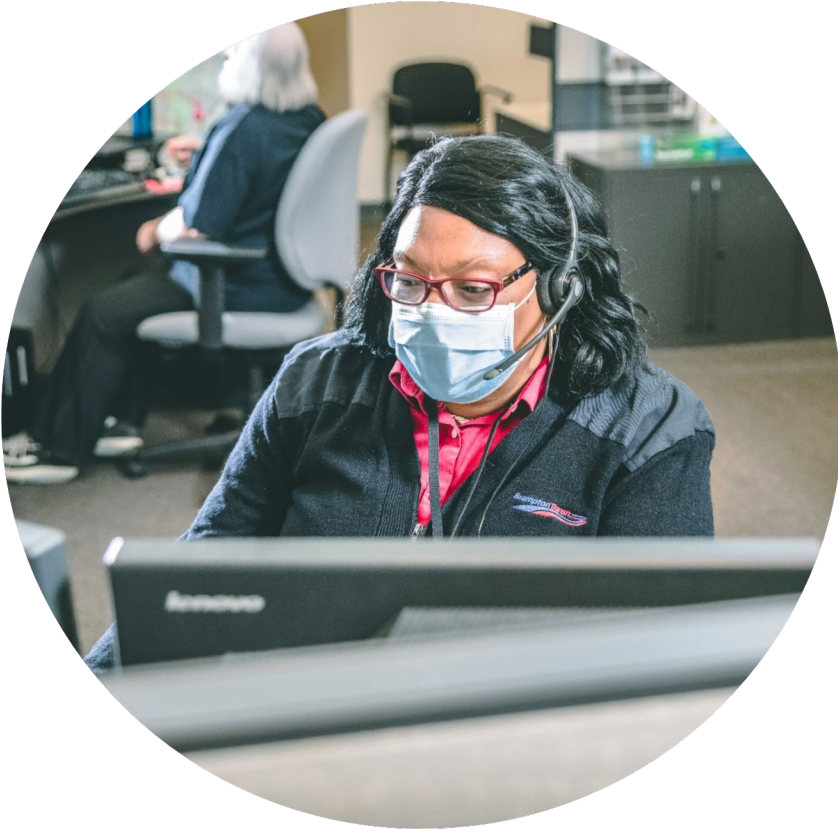
2020 Ridership – 18.1M

- **Pre-COVID:** Jan 1 - Mar 20: 13% increase over 2019
- **Ceased Fare Collection:** Mar 21 - Jul 1: approx. 30% of 2019
- **Resumed Fare Collection:** Jul 2 – year end: approx. 50% of 2019
- **Overall:** 57% of 2019 ridership (31.9M)

Ridership impacted by lockdown:
Approx. 40%



2019 Customer Satisfaction Survey



- Average satisfaction score is 7.7 out of 10.
- A strong majority of respondents (81%) say they are satisfied with Brampton Transit. While very few express dissatisfaction (6%).

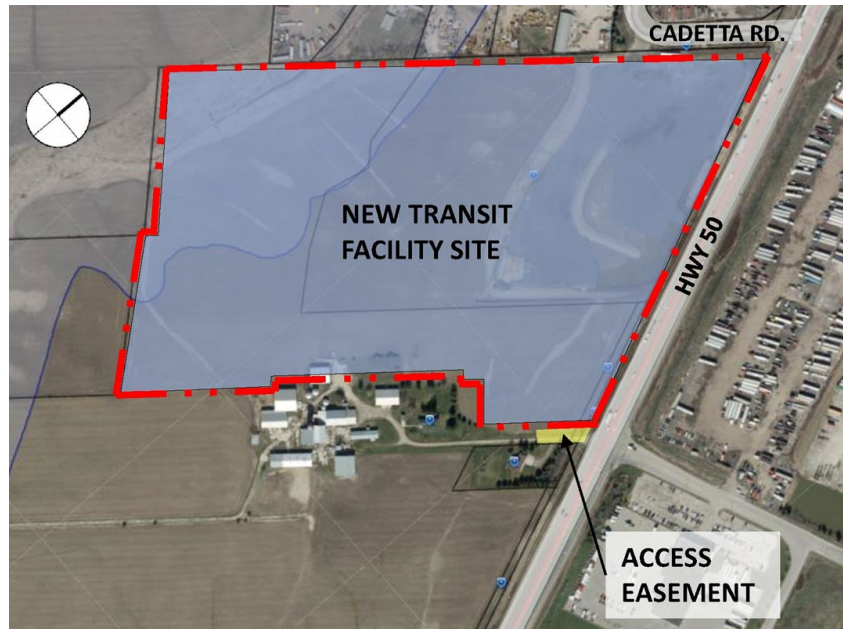


Electric Bus Pilot Project

- The eight breakthrough battery electric buses with zero tailpipe emissions will be launched on two existing conventional routes in Brampton:
 - Route 23 Sandalwood
 - Route 26 Mount Pleasant
- New overhead high-powered charging stations will be launched at:
 - Mount Pleasant Village terminal (2 ABB on-route)
 - Queen Street/Highway 50 Züm station (1 ABB on-route)
 - Sandalwood Transit Facility (1 Siemens at facility)
- Electric buses to be launched in service Spring 2021

Third Transit Facility

On June 10, 2020, Brampton City Council approved plans for Brampton Transit's fully electric transit maintenance and storage facility, a milestone in the City of Brampton's commitment to being a Green City.



Location:

South West corner of Highway 50
and Cadetta Road

Phase I	250 bus capacity \$ 204 M
Phase II	Additional 188 buses (total 438) \$TBD
Electrification of Facility	\$ 150 M*

*A rough order of magnitude costing estimate, subject to further feasibility review and detailed design.

Hurontario Light Rail Transit (LRT)



Background

The Hurontario LRT will bring 18 kilometres of fast, reliable, rapid transit between the Brampton Gateway Terminal and the Port Credit GO Station in Mississauga.



19
Stops



18
Kilometers



2
Cities

Key Brampton Features

- Three LRT stops, including Ray Lawson, County Court and Brampton Gateway Terminal.
- The Operations, Maintenance and Storage Facility will be located within Brampton, on Kennedy Rd. south of Highway 407 ETR.

Current Status

- The design is in progress at various stages and some early works construction activities, such as utility relocations are in progress within the City.
- A tentative completion and commissioning of the system by fall of 2024.

Hurontario-Main LRT Extension Study



This study is examining and recommending a preferred Main Street alternative to extend light rail transit from Brampton Gateway Terminal to Brampton GO station in Downtown Brampton.

Brampton City Council has approved staff recommendations to update the Hurontario-Main LRT environmental assessment study to include three options:

- HMLRT approved route
- Main-George one-way loop, and
- Tunnel – to extend light rail transit

Queen Street- Highway 7 Bus Rapid Transit

Metrolinx, is leading the project for advancing rapid transit along the Queen Street-Highway 7 corridor with support from the City of Brampton, Peel Region, and York Region.

The following two scenarios are identified in the Initial Business Case as having the greatest transit benefits to be considered in the Preliminary Design Business Case:

- [Centre-Median BRT with Lane Conversion](#)
- [BRT with Lane Addition](#)

Next steps include developing the scope of work for the Preliminary Design Business Case.

Queen Street BRT business case gets the green light to move into design phase



Busiest transit
corridor
in Brampton



More than
28,000
transit customers
per day



Nearly **50%**
population growth
anticipated over the
next 25 years



133%
ridership growth
in the last 10 years



Downtown Brampton Transit Hub



- A new transit hub will add capacity and quality to the transit system, enhance inter modal connectivity, and support active transportation.
- In conjunction with the potential future LRT terminal, the Transit Hub will support downtown revitalization, economic growth and development, and high quality public realm, and enable transit oriented communities.
- The project is in the planning phase with the feasibility study ongoing to identify preferred site from potential sites around the GO Transit station.

Two-Way, All Day GO Train Service



- A Metrolinx led and funded project for bidirectional and more frequent GO Train service along the Kitchener Rail corridor.
- In December 2020 Metrolinx published an environmental project report on New Track & Facilities TPAP that recommends infrastructure improvements along Kitchener corridor from east of Hwy 427 to Bramalea GO station.

2021 Service Plan

- Respond to COVID-19
- Extend Züm Service to Pearson Airport
- Local Area Service Reviews
- On-Demand Service Trial



Bike and Car Sharing in Brampton



Mobility as a Service (MaaS)

Thank you!

