

From: Sylvia Menezes Roberts

Sent: 2021/10/11 1:36 PM

To: Fay, Peter <Peter.Fay@brampton.ca>

Cc: Singh, Harkirat - Councillor <Harkirat.Singh@brampton.ca>; Vicente, Paul - Councillor <Paul.Vicente@brampton.ca>; Palleschi, Michael - Councillor <Michael.Palleschi@brampton.ca>

Subject: [EXTERNAL]Correspondence regarding Committee of Council 9.3.1. Discussion Item at the request of City Councillor Singh, re: Integrating Transit Services and Transit Fares in the Region

Dear Committee of Council,

Free transfers at VMC to the TTC is a good idea, the City of Brampton also has a major TTC interconnection at Humber College which in 2023 is expected to see the completion of Line 6 Finch West. The total number of Brampton residents who travel to Toronto is relatively small, while the major intermunicipal travel from Brampton is to the City of Mississauga, greater integration with Mississauga will yield larger benefits for most residents. While the motion references 905 free transfers which is true, the transfer situation is imperfect, monthly passes do not work. In most major cities, as part of transportation demand measures, an employer can offer transit passes to encourage employees to shift to transit, for Peel, this does not work, because most Brampton residents work outside of Brampton, and Mississauga sees substantial numbers of workers from Brampton. In the case of an employee who lives in one city and works in another, neither a Brampton Transit pass, nor a MiWay pass work individually, an employer would need to purchase both for an intercity trip, and \$250+/month is probably an unappealing offer for most employers. A monthly pass that works on both systems, with eventual expansion to Caledon, for a cost more similar to a single pass, would be a useful tool to spur trip conversions to transit, and allow much of the benefits of a Regional Transit system, as desired by Caledon councillors, while the Cities of Brampton and Mississauga retain control of their respective transit agencies. Brampton Transit and MiWay to my knowledge previously worked on planning for a U Pass for Sheridan College, and some of that may be able to be reused.

I requested staff add a discussion regarding the topic of a Regional Transit Pass to the Brampton Transit Advisory Committee meeting at 7 PM on Monday, October 25th. I also submitted a related motion, which is reproduced below.

Sincerely,

Sylvia Roberts

Submitted motion:

Whereas the Brampton City Council has declared a climate emergency, acknowledging the ongoing climate crisis, and that the City needs to reduce emissions.

Whereas Brampton City Council has recently planned to strengthen climate targets.

Whereas research has found that 59% of emissions in the City of Brampton are from transportation, and 47% of the total are from gasoline, overwhelmingly from private automobiles.

Whereas currently the vast majority of Brampton residents commute by cars, and most do not work within the City of Brampton.

Whereas public transit has been shown to emit dramatically less GHGs than private automobiles.

Whereas Brampton Transit and MiWay have a history of collaboration, and the plurality of residents of Brampton who do not work in Brampton work in Mississauga.

Whereas Brampton Transit and MiWay had previously collaborated to create a U Pass for Sheridan College.

Whereas Brampton is planning a new high density mixed use community at Highway 10 and Steeles, near the border with Mississauga, and is likely to have a significant number of residents in Brampton, and a significant number of residents of Mississauga travel there for shopping or work.

Whereas Brampton and Mississauga share a number of large employers and educators such as Peel District School Board, Alectra (which is consolidating their Brampton and Mississauga facilities in Brampton), Sheridan College, Maple Lodge Farms, Air Canada, and the Region of Peel.

Now therefore the Brampton Transit Advisory Committee recommends to Brampton City Council:

That Brampton Regional Councillors collaborate with their Mississauga and Caledon counterparts to pursue a Regional Transit Pass, which is interoperable across the Region of Peel, allowing seamless travel, while maintaining Brampton Transit and MiWay under their respective municipalities.

That Brampton Transit restart negotiations with MiWay, and include the Town of Caledon in negotiations.

That major employers and educators be included in the discussion to manage regional transportation demand.