

**Date:** 2022-06-03

**Subject:** **Brampton Transit Inter-regional Fare and Service Integration Initiative Update**

**Contact:** **Alex Milojevic, General Manager, Transit**  
[Alex.milojevic@brampton.ca](mailto:Alex.milojevic@brampton.ca) 905.874.2750 ext. 62332

**Report Number:** Brampton Transit-2022-666

**Recommendations:**

1. That the report from Alex Milojevic, General Manager, Transit, dated June 3, 2022, to the Committee of Council Meeting of June 22, 2022 re: Brampton Transit Inter-regional Fare and Service Integration Initiative Update (Report Number Brampton Transit-2022-666, IB.C), be received, and;
2. That staff be authorized to enter into a fare integration arrangement with Milton Transit that would permit each transit agency to accept each other's transfers, consistent with existing fare integration arrangements with other connecting 905 Transit Agencies.

**Overview:**

- Brampton Transit is a recognized leader in Fare and Service Integration (FSI) in the Greater Toronto & Hamilton Area (GTHA). FSI arrangements have been in place with Mississauga Transit (MiWay) since 1977, and York Region Transit (YRT) since 1990. Brampton Transit also operates a number of services within the Town of Caledon on a cost-recovery basis as extension of Brampton Transit routes, providing seamless service to Brampton and Caledon residents.
- Approximately, one-third of Brampton Transit routes cross a municipal boundary, including four of the five current Züm services. These services are either closely coordinated or jointly operated with the respective partner Transit Agency, and connect Brampton residents to jobs, schools and other destinations. Providing seamless cross-boundary travel has been a large part of Brampton Transit's success in generating ridership growth.

- Transit Staff are currently participating in a number of ongoing Inter-regional Fare and Service Integration (FSI) projects, including the TTC led Cross Boundary Service Integration Study and MTO/Metrolinx led Regional Fare Structures Initial Business Case. The primary goal of these projects is to better harmonize fares and service between systems and modes, provide for more seamless travel, improve system efficiencies, and future proof the fare structure for planned higher-order transit services. When appropriate, staff will provide an update to Council upon the completion of these studies.
- Brampton Transit staff have been advocating to Metrolinx and the Ministry of Transportation on a potential fare integration pilot program that would eliminate or significantly reduce the double fare when transferring to the TTC Subway to access the campus. This initiative could reduce the transportation costs for students, while also leveraging the billions of dollars that has been invested in the transit infrastructure that duplicate a large portion of the 501A/C services. Should a fare integration resolution not be in place for September 2022, Brampton Transit staff are assessing options to restore various levels of service to the campus as an interim measure, until such time as the fare integration issue can be resolved.
- Discussions are also underway with the Town of Milton for fare and service integration with Milton Transit's planned Steeles Avenue Service, which will benefit both municipalities. This will be the first connection between Brampton Transit and Milton Transit and as such, staff require Council's approval to enter into a fare integration arrangement with Milton Transit that would permit each transit agency to accept each other's transfers.

### **Background:**

Brampton Transit is a recognized leader in Fare and Service Integration (FSI) in the Greater Toronto & Hamilton Area (GTHA). FSI arrangements have been in place with Mississauga Transit (MiWay) since 1977, and York Region Transit (YRT) since 1990. Most 905-area transit agencies have some degree of fare and service co-ordination or integration, and with the inception of PRESTO in 2011, all of the 905 Transit Agencies accept each other's transfers.

Typical FSI arrangements between agencies includes accepting other systems transfers, coordinating or jointly operating services to maximize efficiencies, connections, route coverage and customer service, and sharing facilities such as bus stops, passenger amenities and bus terminals. These measures provide for a more seamless transit trip, attracts ridership, and gets Brampton residents where they need to go.

Currently, there are multiple corridors where Brampton routes cross municipal boundaries into Mississauga, Toronto and Caledon. One-third of Brampton Transit routes cross a municipal boundary, including four of the five current Züm services and two of the three conventional express routes. These services are either closely coordinated or jointly operated with the respective partner transit agency, and connect Brampton residents to jobs, schools and other destinations.

Providing seamless cross-boundary travel has been a large part of Brampton Transit's success in generating ridership growth. Based on the 2016 Brampton Transit Origin-Destination Survey, 43% of trips had an origin or destination point outside Brampton, and 16% of those trips included travel on a connecting agency. These types of trips increase the importance of FSI on the overall customer experience.

Cross-boundary fare integration is leveraged through PRESTO and is mostly seamless, in that for the majority of trips transfers between Brampton Transit and MiWay/YRT are free and are no different than transferring between different Brampton Transit routes. These fare integration arrangements also permit close coordination of services, which can provide better service levels and travel options for customers, while limiting inefficient duplication of service.

### **Current Situation:**

Brampton Transit currently has FSI arrangements in place with a number of neighbouring transit agencies, which are outlined below.

#### Mississauga Transit (MiWay)

A total of 17 Brampton Transit routes operate across the Brampton southern boundary into Mississauga. These services provide direct service for Brampton residents to employment lands in north-west Mississauga and to major destinations or transit hubs including Lisgar GO Station, Square One/City Centre Terminal, Malton GO Station, Westwood Square and Pearson Airport. Likewise, there are number of MiWay routes that operate into Brampton, servicing Sheridan College, Gateway Terminal and Bramalea Terminal. Service levels and specific routings are coordinated with MiWay to improve connections, maximize route coverage, and reduce inefficient route duplication.

#### York Region Transit (YRT):

Route 501 service along Highway 7 is coordinated with YRT's VIVA Orange line. Further opportunities for service integration on the Highway 7 Corridor and potential new services to employment lands along Highway 50 are currently being discussed with YRT staff.

## Metrolinx/GO Transit

The province recently announced the elimination of any co-fare payment for those taking Brampton Transit to GO Transit services. Metrolinx also launched their GO Affordability Pilot in partnership with Peel Region, Brampton and Mississauga to make taking GO Transit more affordable for low-income riders.

## Town of Caledon

The Caledon Transit Feasibility Study recommended partnering with Brampton Transit as a service provider. Brampton Transit currently operates two services into the Town of Caledon – an extension of Route 30 Airport Road which services employment lands along Airport Road north of Mayfield Road, and Route 81 Mayfield West which services new residential and institutional developments along Kennedy Road, north of Mayfield Road. This arrangement improves efficiencies, connections, and by leveraging Brampton Transit's fare payment methods and extends FSI advantages to Caledon residents. The service is operated on a 100% cost recovery basis for the portion of service operated in Caledon. Transit staff are also actively engaged in discussions with Town of Caledon Staff regarding proposed transit services in the Mayfield West Phase 2 development and to employment lands on Dixie Road. These additional services are expected to be delivered largely by extending or re-aligning existing Brampton Transit routes.

## Toronto Transit Commission

For those services operating into the City of Toronto or connecting to Toronto Transit Commission (TTC) services including the subway, the City of Toronto Act restricts the ability of the TTC to enter into similar FSI initiatives implemented by other transit agencies in the GTHA. This 905 to 416 barrier can restrict the ability of 905 agencies and the TTC to maximize FSI opportunities, and requires passengers connecting between TTC and 905 transit agencies to pay two fares.

An example of the impact on Brampton residents of the 905:416 fare barrier is the Route 501A/C service to York University. This service began in 2010 to connect Brampton residents to the transit hub that was located on the York University campus. This was a significant focal point for transit services at the time and included connections to YRT, GO Transit and the TTC's rapid transit network. This transit hub was disbanded once the Spadina Subway extension was completed and transit services were dispersed to new stations along the new subway line ((YRT at Vaughan Metropolitan Centre, GO at 407 Station, TTC at Pioneer Village Station). Brampton Transit's original intent was to cut back the 501A/C services to connect directly to the TTC subway at Vaughan Metropolitan Centre (VMC), once the subway extension was operational.

In advance of the subway opening, Brampton Transit was involved in discussions with the TTC and YRT to develop a fare integration solution that would allow Brampton and

York Region residents to get to York University via the subway without paying two fares. Unfortunately, this potential fare integration solution never advanced, primarily due to cost and schedule implications. When the subway opened, the 501 service (that travelled along Highway 7 in Vaughan) was cut back to the VMC as planned, but with no fare integration, the parallel and duplicating 501A/C service continued servicing York University.

A full fare integration arrangement with TTC would allow Brampton residents to transfer to the Subway for free, and enable Brampton Transit to leverage the parallel higher order transit infrastructure to reduce service duplication and reallocate significant savings in operating costs and resources back into service. Ongoing efforts to advance this FSI opportunity are discussed further below.

### **Current FSI Initiatives**

Brampton Transit is currently actively participating in a number of FSI Initiatives with broader inter-regional implications underway detailed below.

#### Ministry of Transportation Fare & Service Integration Provincial-Municipal Roundtable

Since early 2021, transit agencies in the Greater Golden Horseshoe have been discussing ways to improve Fare and Service Integration (FSI) between all of the systems. These discussions have been led by the Associate Minister of Transportation for Ontario, and include strategic discussions at the General Manager level and a working group at the staff level, who have been collaborating on developing an initial business case for a regional fare structure. The goal of a regional fare structure is to better harmonize fares between systems and modes, provide for seamless travel, and future proof the fare structure for planned higher-order transit services.

As next steps in refining the draft FSI Business Case, MTO and Metrolinx are undertaking a more detailed analysis of three fare structure options, and are onboarding a consultant to undertake a third-party review of the Business Case to advance work on governance and funding models and implementation considerations for each option. MTO and Metrolinx plan to seek further transit agency input into the draft Business Case in the coming months.

Of the three options moving forward for further analysis, Brampton Transit has stated their preference for the option that removes the 905:416 fare barrier and is most similar to the FSI arrangements currently in place. The removal of this barrier could have a significant impact on fare revenue for affected transit agencies that will be defined more at the study progresses. Staff are also monitoring further detailed analysis of two other options, which focus on fare harmonization among heavy rail services such as the subway, Union-Pearson Express and GO Train services, and would likely have no impact on current and future planned Brampton Transit services and revenues.

Through this process, Brampton Transit has also been advocating to implement a fare integration trial between Brampton Transit and the TTC that would eliminate the double

fare when transit customers transfer between Brampton Transit and the TTC at the Vaughan Metropolitan Centre (VMC) Subway Station, which is further detailed below.

### TTC Cross-Boundary Service Integration Plan

TTC in partnership with Brampton Transit, Durham Region Transit (DRT), Mississauga Transit (MiWay) and York Region Transit (YRT) have been working together on the development of a multi-agency service integration plan for services that operate into Toronto. This is seen as a foundational step towards further integration between the TTC and 905 transit agencies. The key benefits of the plan are more frequent service, leveraging opportunities for resource efficiencies, and to provide a blueprint for future integration initiatives.

The first phase of the plan focuses on service integration on existing shared corridors in Toronto and identifying future service integration opportunities. While Brampton Transit services are not included in this stage, the study has identified some potential future service integration opportunities, including along the Steeles corridor and to the proposed Woodbine development. Throughout the process, Brampton Transit has emphasized the need for the elimination of the double fare between 905 agencies and TTC to facilitate seamless service.

The next step of this TTC led study will focus on fare integration, and will be reviewed through the TTC-YRT 5-Year Fare Policy & 10-Year Collection Strategy and in discussions between the local transit agencies and the Province.

The TTC Board also recently recommended to Toronto City Council to request the Province to review and amend the relevant sections of the City of Toronto act to enable TTC to participate in the types of FSI arrangements already implemented in the 905. Brampton Transit continues to participate in this program.

### York University Pass Pilot Program

On October 20, 2021 Committee of Council unanimously passed a resolution requesting the Provincial Government, through the Ministry of Transportation, leverage the investment in transit infrastructure financially support a pilot program that would allow for free transfers between 905 Transit Agencies and the TTC at the Vaughan Metropolitan Centre.

To help support this resolution, Brampton Transit staff met with MTO and Metrolinx staff on several occasions to help advance a pilot program eliminate the double fare when transferring to the subway for Brampton residents who attend York University. York University has also advocated to the Minister of Transportation requesting the Ministry provide financial support to enable free transfers between Brampton Transit and the TTC.

Brampton Transit staff have developed a fare integration model that would significantly reduce the transportation cost for York University students who reside in Brampton and utilize Brampton Transit services. This model would also not require the TTC's direct participation. Implementing this fare integration trial at this time would:

- leverage the significant investment in transit infrastructure including (TTC Spadina Subway Extension and the Highway 7 Rapidways)
- provide valuable input into the ongoing fare and service integration discussions
- allow time for the fare and service integration discussions to advance and potentially recommend and implement a new model for FSI for the Greater Golden Horseshoe
- reduce operating costs, including Highway 407 tolls, and enable reallocation of resources to improve other services within Brampton

Brampton Transit staff have recently shared financial and ridership details with the MTO and staff are currently reviewing these figures. Metrolinx has confirmed that Brampton Transit currently has the technical ability to implement this solution on PRESTO. Transit staff are advocating for the MTO/Province to cover the revenue shortfall that Brampton would experience through this trial, currently estimated at approximately \$2M annually.

Should a fare integration resolution not be in place for September 2022, Brampton Transit staff are assessing service options and resource impacts to restore various levels of service to the York University campus as an interim measure, until such time as the double fare issue can be resolved.

#### Fare Integration with Milton Transit

Discussions are also underway with the Town of Milton for fare and service integration with Milton Transit's planned Steeles Avenue Service. This new service, operating between Milton GO Station and Lisgar GO station, would provide weekday and Saturday service to employment lands along the Steeles Corridor through Milton and Halton Hills. The service would connect with Brampton Transit services at the Lisgar GO Station.

This will be the first connection between Brampton Transit and Milton Transit and currently, there are no fare integration arrangements between the two Transit Agencies. Both municipalities will benefit from this new cross-boundary service, which would improve transit connections for Brampton residents that will be able to now travel to the employment lands along the Steeles Corridor. There are no financial implications as this would be a new connection point where none exist today. An arrangement to accept each other's transfers is consistent with fare integration models established with other 905 Transit Agencies.

#### Hazel McCallion LRT (Hurontario LRT) Fare Integration

Brampton Transit staff are currently reviewing various fare integration and fare collection measures for the future Hazel McCallion LRT line with MiWay and Metrolinx

staff. The Hazel McCallion LRT will be unique as it will operate as a single transit line that crosses two municipalities, which also operate their own respective transit systems. The primary objectives of the fare integration and fare collection review is to:

- have the fare collection experience for the customer as simple and seamless as possible;
- have the system integrate well with other Brampton Transit and MiWay services; and
- ensure that both the City of Brampton and Mississauga have the autonomy required to implement their respective fare polices.

At the appropriate time in the future, staff will inform Council on the how the various aspects of the Hazel McCallion LRT will operate, including the fare integration measures established through this review.

### **Corporate Implications:**

There are no financial or legal implications at this time.

### **Term of Council Priorities:**

In support of *Living the Mosaic: Brampton 2040 Vision*, this report achieves the following Term of Council Priorities for 2019-2022:

- **Brampton is a Well-Run City** - Continuously improving the day-to-day operations of the corporation by streamlining service delivery, effectively managing municipal assets, and leveraging partnerships for collaboration and advocacy.
- **Brampton is a City of Opportunities** - Improving livability and prosperity by focusing on local education and employment opportunities, neighbourhood services and programs, and job investment strategies.

### **Conclusion:**

Brampton Transit is a recognized leader in Fare and Service Integration (FSI) in the Greater Toronto & Hamilton Area (GTHA). Transit staff continue to work with the Ministry of Transportation, Metrolinx, TTC and our existing 905 Transit Agency service partners on the various FSI programs and initiatives. This includes advocating for a pilot program that would eliminate the double fare when transferring to the subway for Brampton residents who attend York University. Implementing a fare arrangement between Milton Transit and Brampton Transit and prioritizing the customer's fare paying experience on the future Hazell McCallion LRT, further demonstrate Brampton's commitment and leadership on Fare and Service integration initiatives in the GTHA.



Authored by:

David Stowe  
Manager, Service Development

Reviewed by:

Doug Rieger  
Director, Transit Development

Approved by:

Alex Milojevic  
General Manager, Transit