

Transit Advisory Committee

May 9, 2022

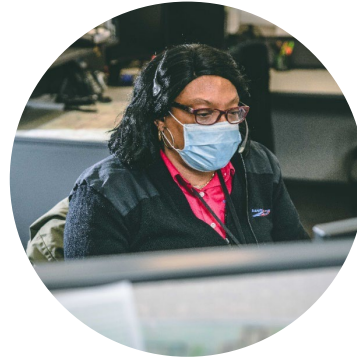


Alternate formats available upon request. To request, email accessibility@brampton.ca



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COVID-19 Update



As of March 2022, Transit ridership has recovered to approximately 85% of pre-COVID levels, which represents the highest ridership recovery rate amongst the GTHA public transit agencies.

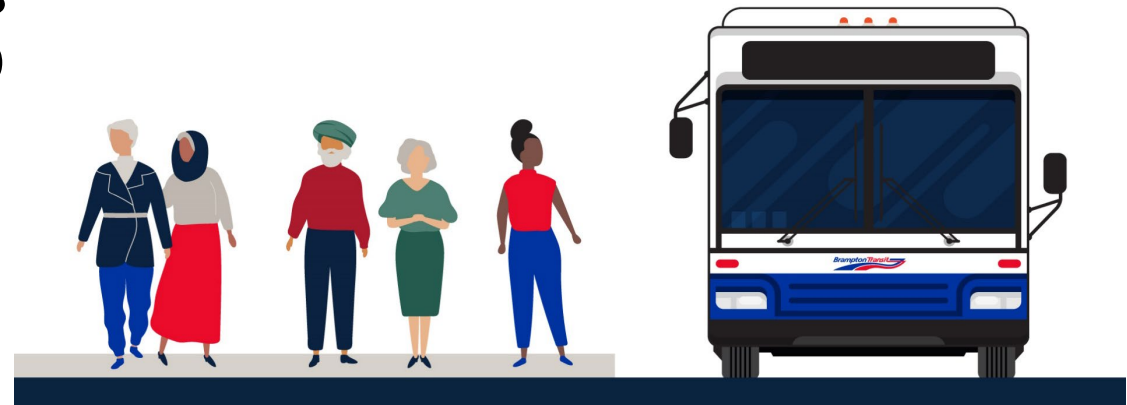
Transit is operating at approximately 90% of pre-pandemic service hours.

Safe Restart Agreement

- Brampton requires Safe Restart or other operating funding support until ridership returns to pre-COVID levels.

Brampton Senior Resident Free Annual Pass

- On February 28, 2022 Transit implemented free fares for Brampton Senior Residents.
- Eligible seniors who are 65 years of age and older and a resident of Brampton are able to ride Brampton Transit anytime by tapping their PRESTO card loaded with the free annual pass and displaying their Brampton Transit Senior ID card.



Explore Brampton Youth Pass

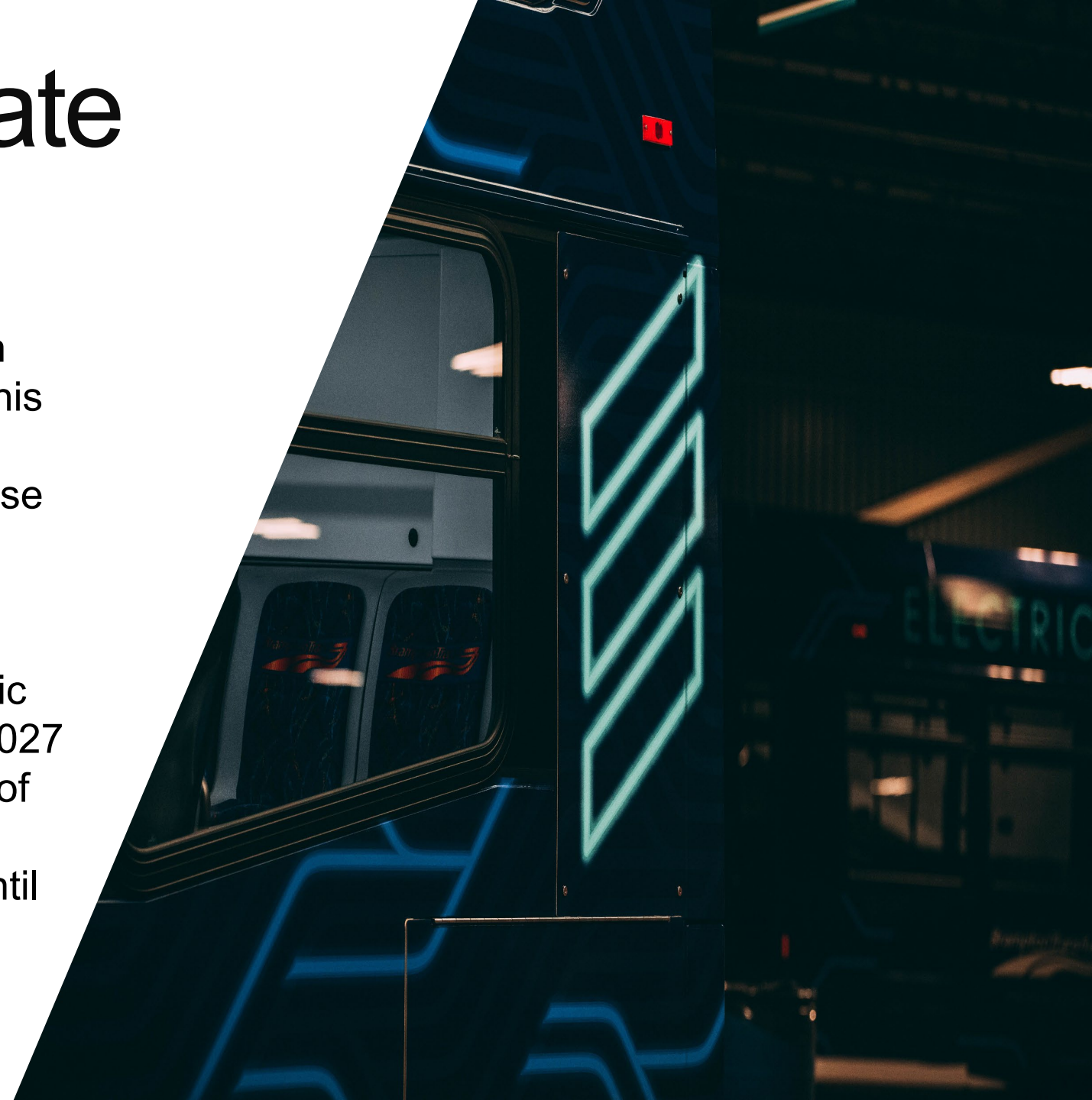
- Transit has collaborated with Recreation to launch a pilot program for youth “Explore Brampton” summer pass.
- This pilot project will provide 2,000 summer passes for youth ages 12-16 in Brampton to have free access to transit and various recreation programs across the city from July 1 – Sept 5.



Electrification Update

March 2022

- Further to Council's endorsement, Brampton and CIB achieved financial close. Through this investment, the CIB will commit up to \$400 million to support Brampton Transit's purchase of up to 450 zero-emission buses (ZEBs) by the end of 2027.
- With the procurement of these battery electric buses (BEBs) taking place until the end of 2027 and based on the estimated BEB useful life of 15 years, it is estimated that this financing agreement with the CIB could be ongoing until approximately 2044.



Electrification Update cont'd...

Transit Network Fleet Electrification Feasibility Analysis

Phase I

- Completed a full fleet, full route network, block based, and route based modelling study with vehicle orientation (battery electric buses and fuel cell electric buses)

Phase II

- Underway with completion estimated in June 2022. This supplementary analysis includes a preliminary capital cost assessment, lifecycle emission reduction assessment, preliminary schedule analysis, service area GIS analysis and noise pollution analysis



eBus Trial Phase I

- In May of 2021 Brampton Transit launched the largest global deployment to date of standardized and fully interoperable battery electric buses (BEBs) and high-powered overhead on-route charging systems, as part of the Canadian Urban Transit Research & Innovation Consortiums (CUTRICS) Pan-Canadian BEB Demonstration and Integration trial.
- Brampton Transit has added eight zero emission BEBs to its fleet, two from Nova bus and six from New Flyer as well as four chargers, three from ABB and one from Siemens.
- The BEBs are operating on two routes: Route 23 – Sandalwood and Route 26 Mount Pleasant Village.



Zero Emission Transit Fund (ZETF)

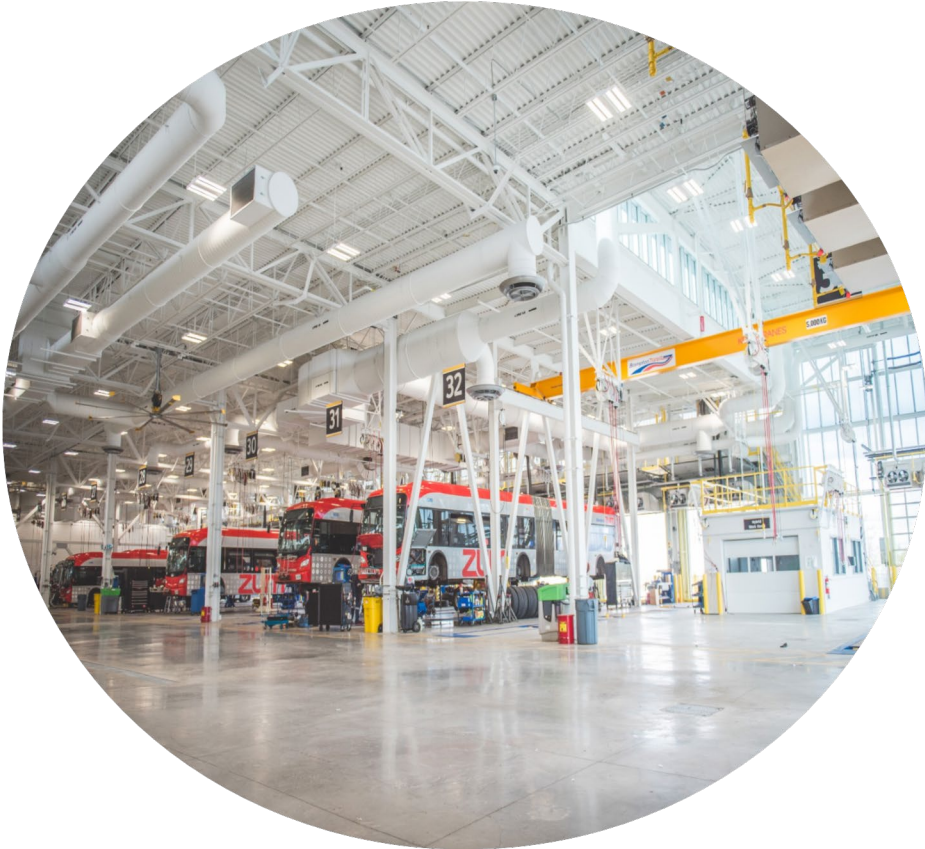
- The federal Zero Emission Transit Fund (ZETF) was announced in fall 2021, with a total funding envelope of \$2.75B.
- In December 2021, Brampton submitted a consolidated expression of interest that was approved to INFC under the ZETF program for ZETF funding for eight (8) key electrification projects totaling approximately \$395M.
- Brampton has submitted a capital application for the electrification of its new maintenance & storage facility and is working closely with INFC to submit additional applications for planning as well as buses and supporting infrastructure as soon as possible.



Third Transit Facility

Update

- Moving forward with a construction management model.
- Facility design commencing this year.
- Third facility opening targeting late 2026.
- Submitted funding application for facility electrification (\$150M)



Service Recovery Plan

- Operating >90% of pre-COVID service levels
- Restoration of all services by fall of 2022.
- On-Demand Service Trial to start late in 2022 or early 2023
- Deferral of 2020 Service Plan to 2022

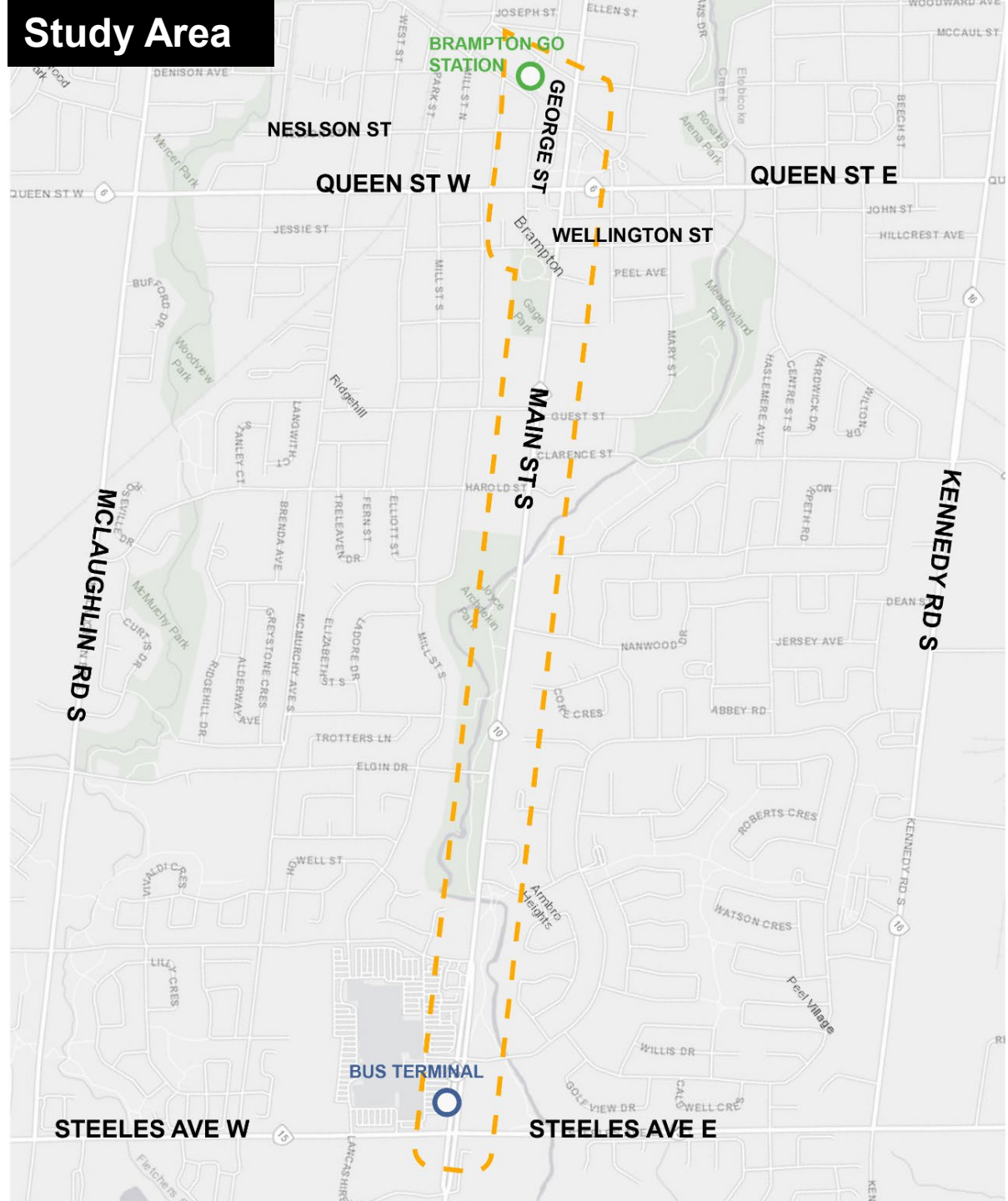


5 Year Business Plan

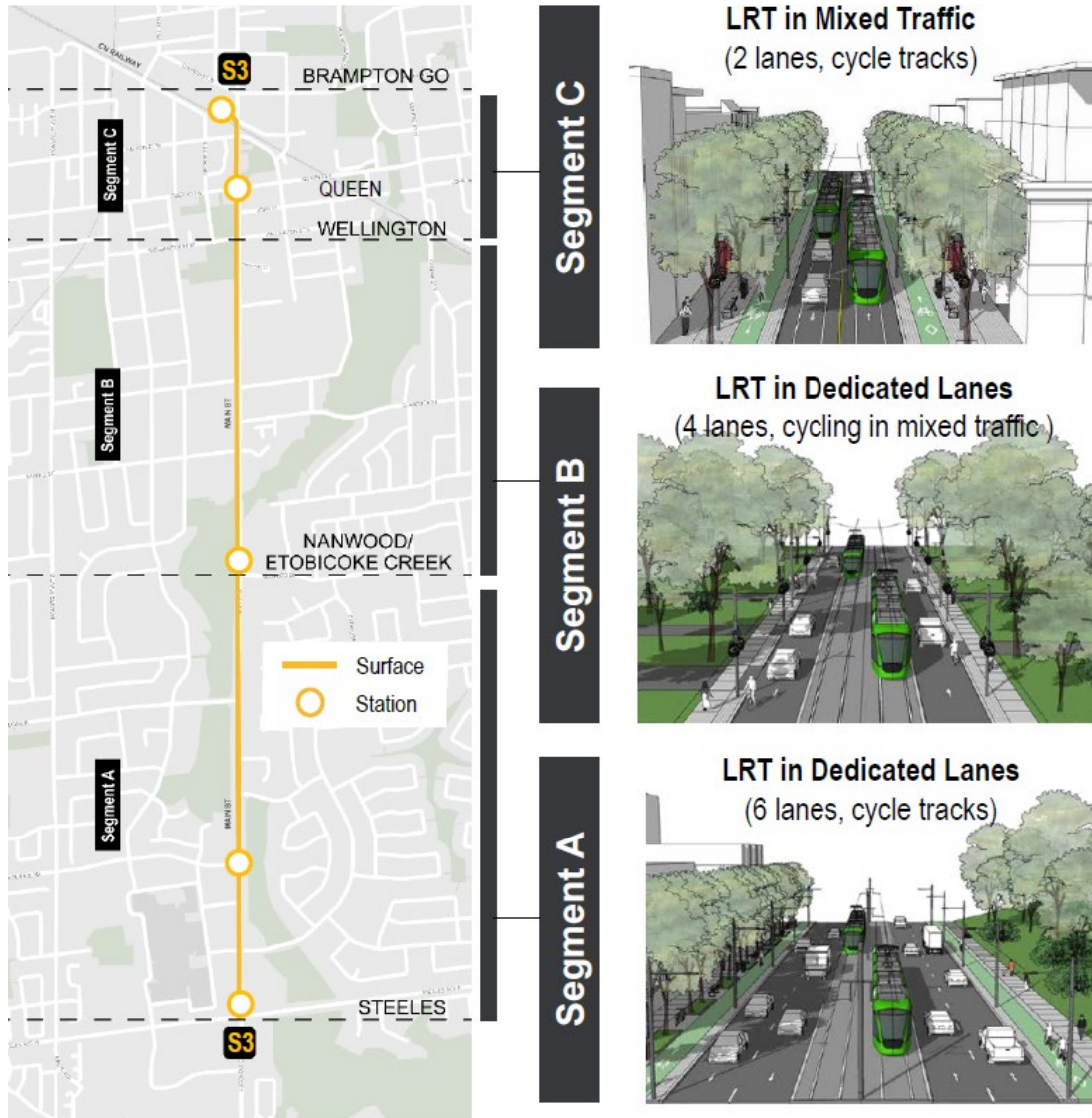
- A new business plan is currently in development for the next five-year period (2023 to 2027).
- The updated business plan will also consider several unique factors, including transit's recovery from COVID-19, travel patterns in a post-COVID environment, emerging transit technologies, and how the capital projects and initiatives outlined in this report will shape Brampton Transit over the next five years.



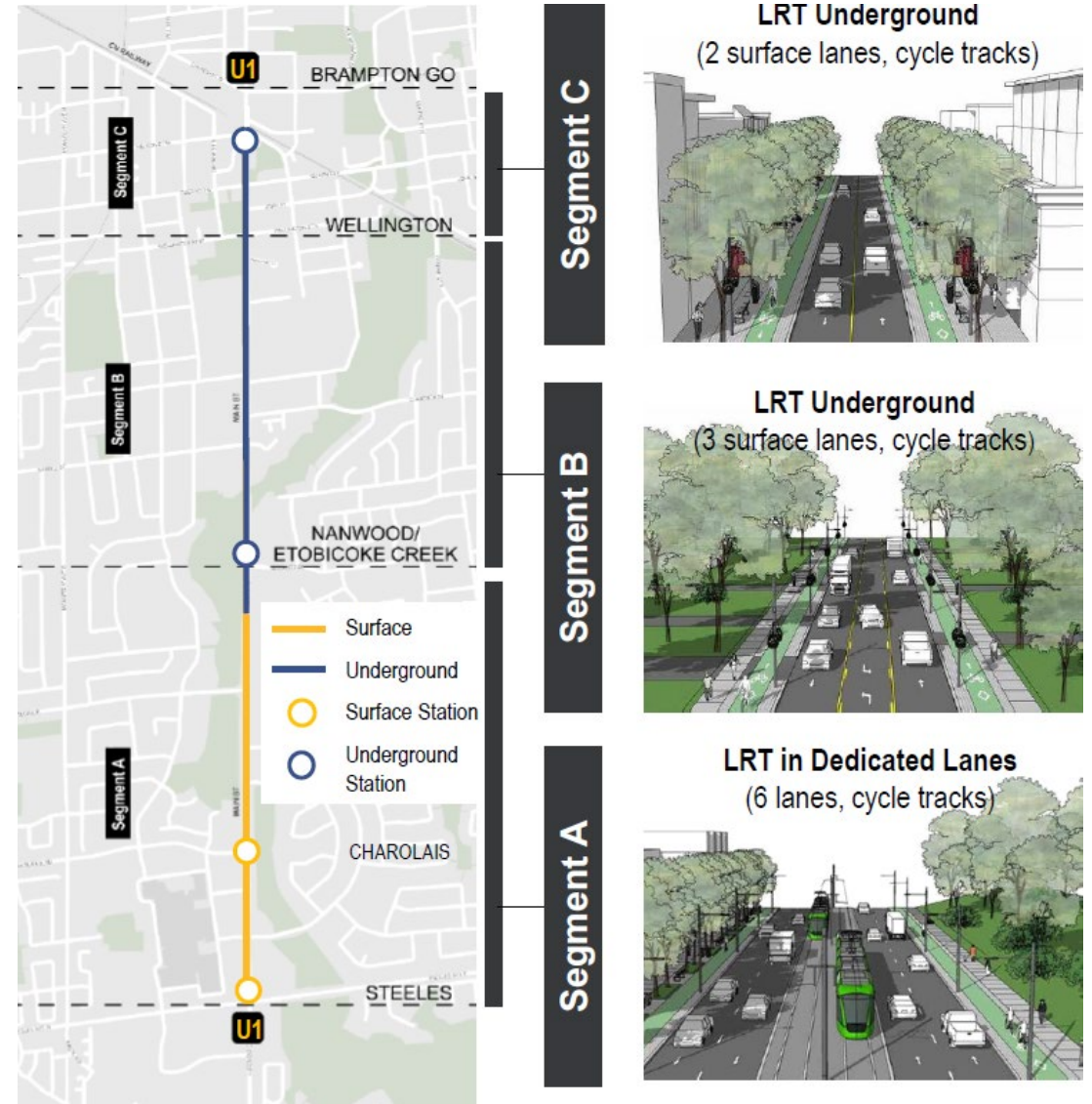
LRT Extension Study



Preferred Surface Option



Preferred Tunnel Option



All boulevard configurations shown are subject to change.

Hurontario Light Rail Transit (LRT)



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.
- Construction activity will pick up through 2022 as design work is completed.
- The tentative completion and commissioning date of the system is still targeted for late fall of 2024.
- The HuLRT has now been branded as the Hazel McCallion Line.
- The Operations, Maintenance and Storage Facility (OMSF) is being constructed within Brampton, on Kennedy Rd. south of Highway 407 ETR.

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**

Metrolinx is now in the process of developing the preliminary design business case (PDBC), the Preliminary Design, and the transit project assessment process (TPAP) for the corridor. Selection of the consultant to carry out the PDBC is currently underway.

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



Higher Order Transit

Chinguacousy Züm

- Transit staff have begun engineering and service design work in preparation for the launch of Züm service along the Chinguacousy Road corridor, planned to coincide with the opening of the Hurontario LRT in late 2024.
- Work underway includes preliminary design for stations, evaluating options for routing and service levels, and reviewing related service level changes on connecting support corridors and local services.

Steeles Higher Order Transit Study

- Staff are in the process of developing a framework to consider opportunities for higher order transit along the Steeles Avenue corridor.
- This framework will help arrive at an approach to study the corridor keeping all the key stakeholders in consideration.



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.
- With the completion of the pre-planning stage, currently work is ongoing to select a consultant through a RFP process to initiate an environmental assessment (EA), Transit Project Assessment Process (TPAP) and to finalize the location and preliminary design for the core transit infrastructure.

BRAMPTON'S ASKS PROVINCIAL FUNDING THAT BUILDS BRAMPTON

FULLY FUNDED LIGHT RAIL TRANSIT (LRT)

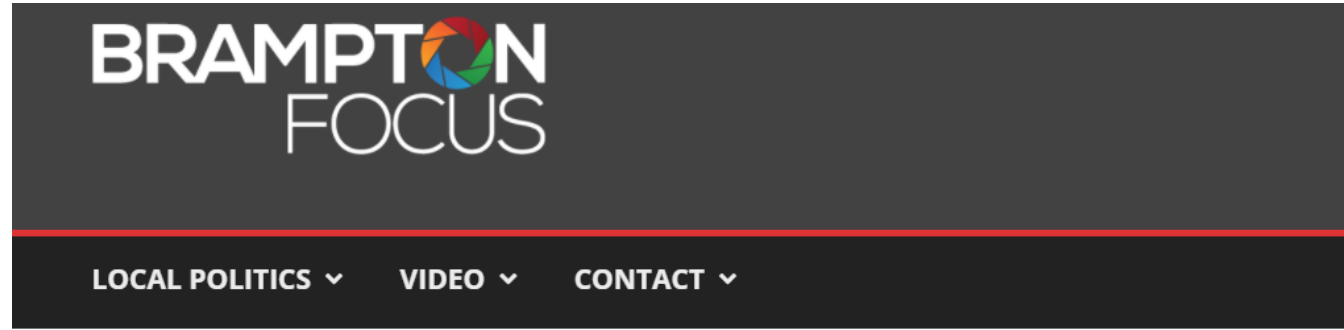
ALONG MAIN STREET FROM STEELES TO BRAMPTON GO (\$850M)

- Council has agreed on a tunneled option to extend the LRT along Main St (north of Steeles Avenue) to downtown's GO station.
- In the next 10 years Ontario is planning investments in key infrastructure totaling \$145.4B, including \$16.9B in 2021-22. Brampton's Hurontario/ Main Street Light Rail Transit (LRT) is a compelling candidate project for consideration.

CITY COUNCIL UNANIMOUS SUPPORT FOR LRT

MOTION:

That City Council supports the tunnel option as the preferred alignment to advance funding advocacy, with the current provincial and federal governments.



MAYOR BROWN GETS UNANIMOUS DECISION ON TRANSIT WITH TUNNEL OPTION

By **Fazal Khan** - December 7, 2018

The case for funding LRT in Brampton



Highest growth
corridor
in Brampton



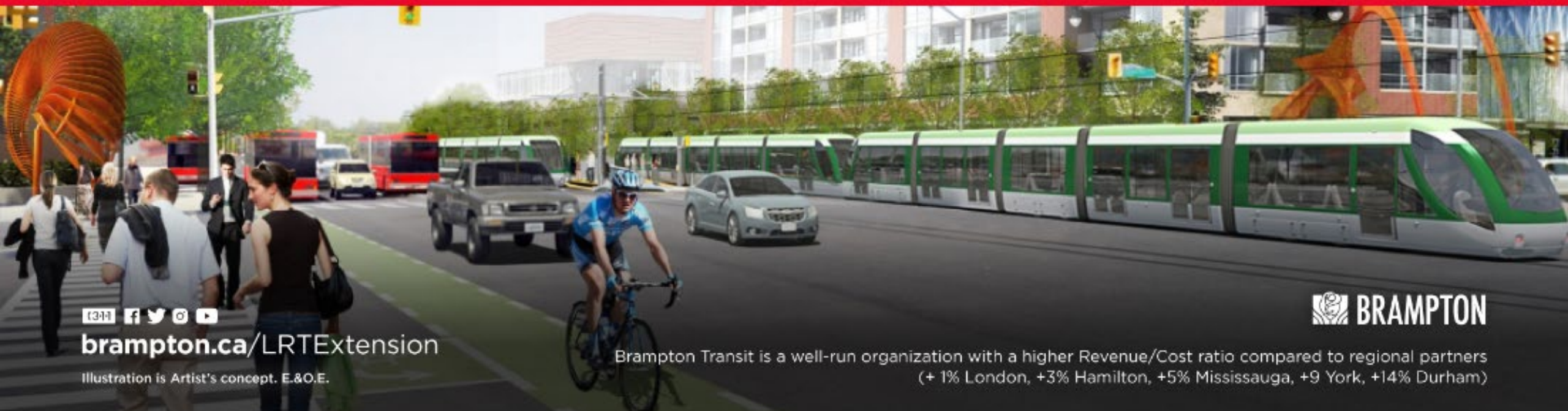
More than
21,000
transit customers per day



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



174%
ridership growth
in the last 10 years



brampton.ca/LRTEExtension

Illustration is Artist's concept. E.&O.E.



Brampton Transit is a well-run organization with a higher Revenue/Cost ratio compared to regional partners (+ 1% London, +3% Hamilton, +5% Mississauga, +9 York, +14% Durham)

BRAMPTON'S ASKS

PROVINCIAL FUNDING THAT BUILDS BRAMPTON

QUEEN STREET-HIGHWAY 7 RAPID TRANSIT / ZÜM EXPRESS REGIONAL CONNECTIONS (\$250M)

- Queen Street is the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day (pre-COVID) on Züm and local routes.
- The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre in Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.

BRAMPTON'S ASKS

PROVINCIAL FUNDING THAT BUILDS BRAMPTON

ELECTRIFY THIRD TRANSIT FACILITY FOR E-BUS FLEET (\$75M)

- The City of Brampton has completed the Environmental Assessment (EA) phase and the design work has now started. This new facility is targeted for construction in two phases starting in 2022, with Phase 1 completion estimated for late 2024.
- Phase 1 will provide space for 250 standard bus equivalents (SBE=40ft bus)
- Construction beginning in 2022 with an opening in late 2024. Electrification of this facility is estimated at \$150M.

Thank you!

