

Council Workshop

Brampton Transit Update

February 27, 2023



Agenda

01 COVID-19 & Ridership Recovery

02 Electrification

- Electric Bus Demonstration Trial
- Implementation Strategy and Rollout Plan
- Energy as a Service
- Funding + Challenges
- Third Transit Facility

03 Five-Year Business Plan

04 Higher Order Transit

- Queen Street- Highway 7 Bus Rapid Transit
- Downtown Transit Hub
- Seven-Day All-Day/Two-Way GO Train Service
- Chinguacousy Züm
- Steeles Higher Order Transit Study
- The Hazel McCallion Line (Hurontario Light Rail Transit)

05 LRT Extension Study

COVID-19 & Recovery



Exiting the Pandemic

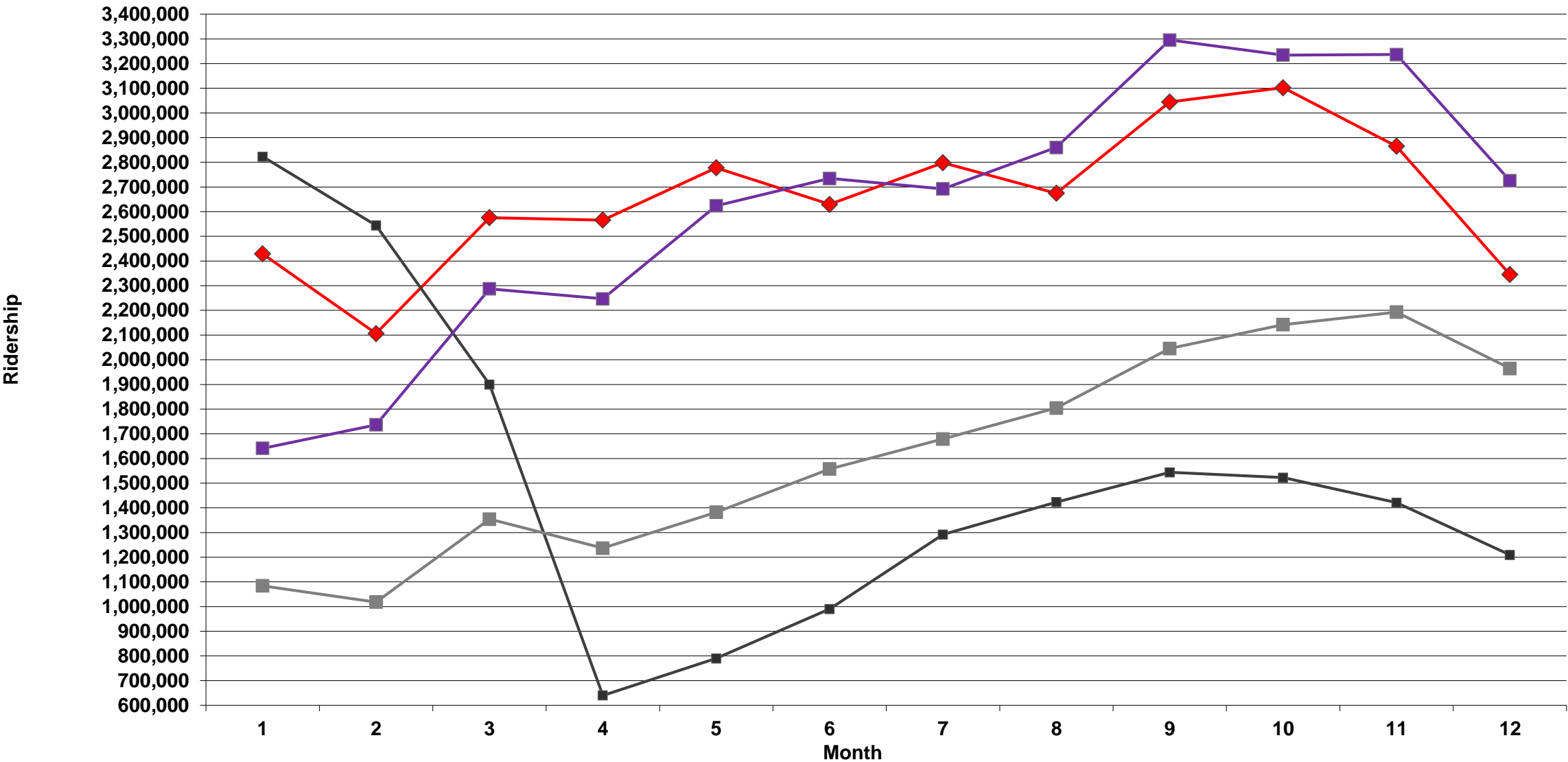
- Ridership recovery: approx. 15% higher than pre-pandemic levels
- Brampton leading recovery levels in the Greater Toronto Hamilton Area, if not the country

Service

- 2020 approved service was deferred until 2021, and then again until 2022
- To balance demand with available resources, many routes experienced reductions in service and frequency
- Currently operating approximately 95% of pre-pandemic service, and will be increasing service levels later in 2023

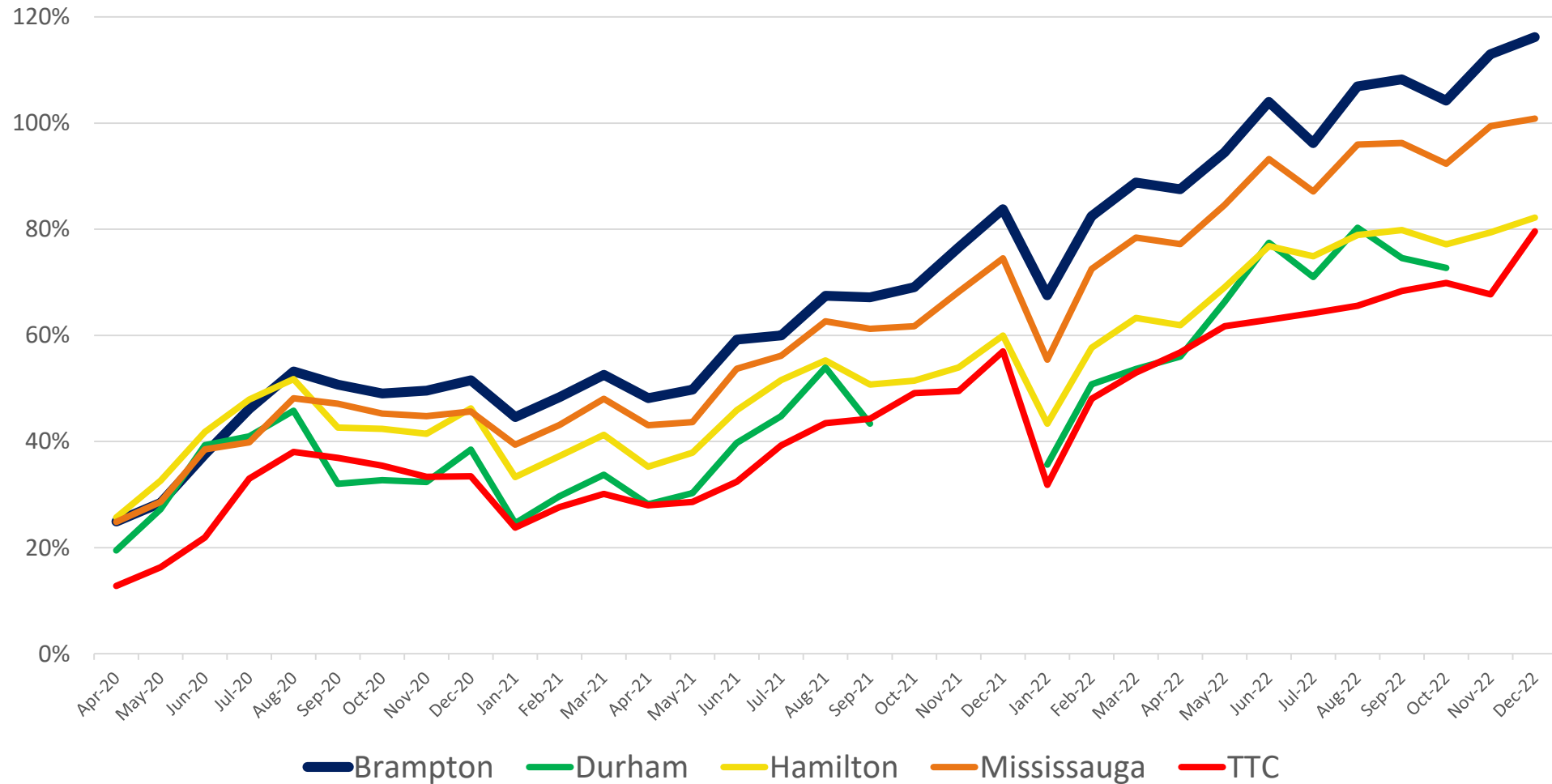
Brampton Transit Ridership Recovery

2019, 2020, 2021, 2022



Brampton Transit Ridership Recovery

GTHA Transit Ridership Recovery
(% of 2019 ridership, pre-COVID)



Electrification

Electric Bus Demonstration & Trial

- In May 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.
- 30-month Pan Canadian Trial (Phase 1) ends in December 31, 2023.
- Experience and data from trial will help determine various factors that need to be considered for the transition plan.



Electrification

Zero Emission Bus Implementation Strategy and Rollout Plan

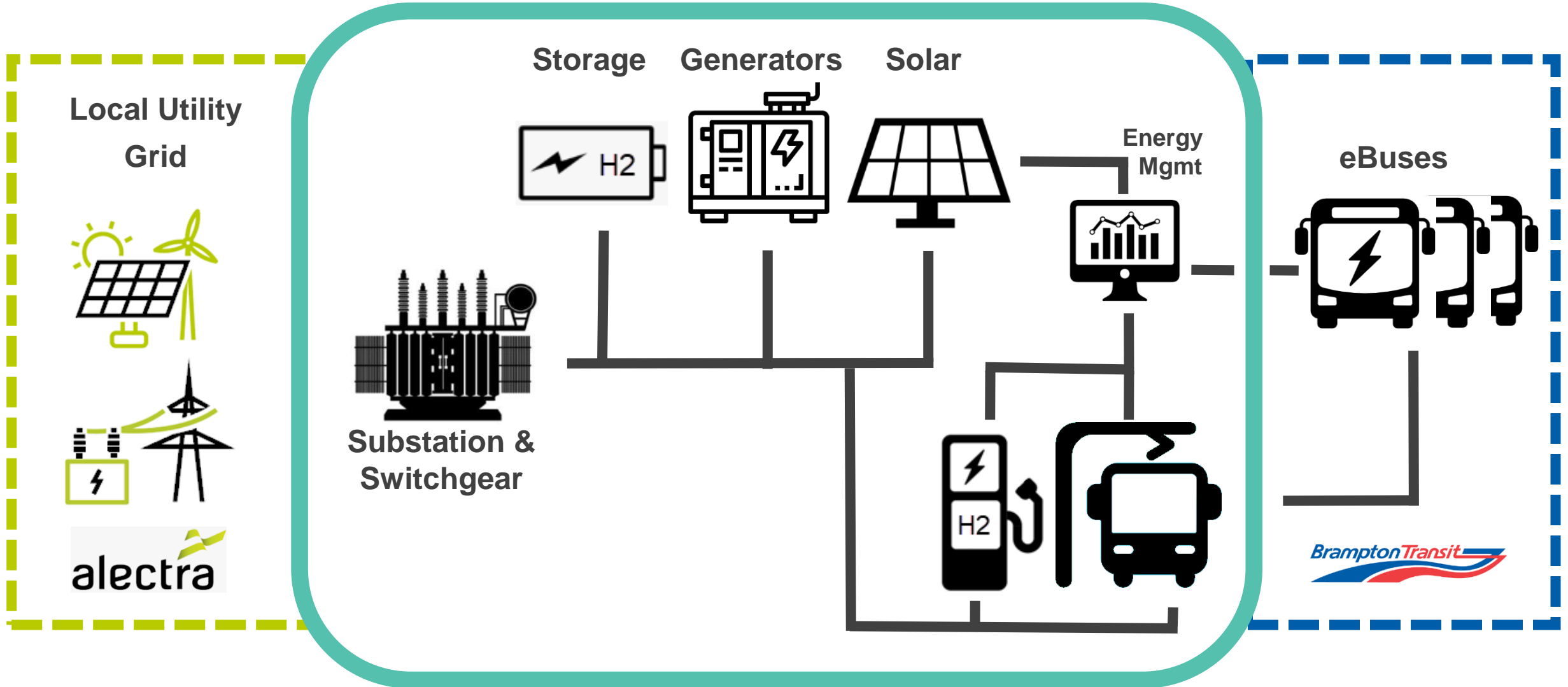
Led by CUTRIC through Federal Zero Emission Transit Fund (ZETF)

- This will guide the transition to a fully electric zero emission fleet (funded 80% through ZETF) and provide a blueprint for electrifying the City's transit facilities.
- Exploring Energy as a Service (EaaS) options to deliver services with optimum energy levels and cost efficiency.
- Strategy and Rollout Plan to be complete in Q2/Q3 2023.



Electrification

Energy-as-a-Service (EaaS)



Transit Funding/Financing Support

Current Funding/Financing Programs - \$1B+

CIB Zero-Emission Bus Initiative

- Up to \$400M in federal financing

Investing in Canada Infrastructure Program (ICIP)

- \$480M in combined federal/provincial/municipal funding

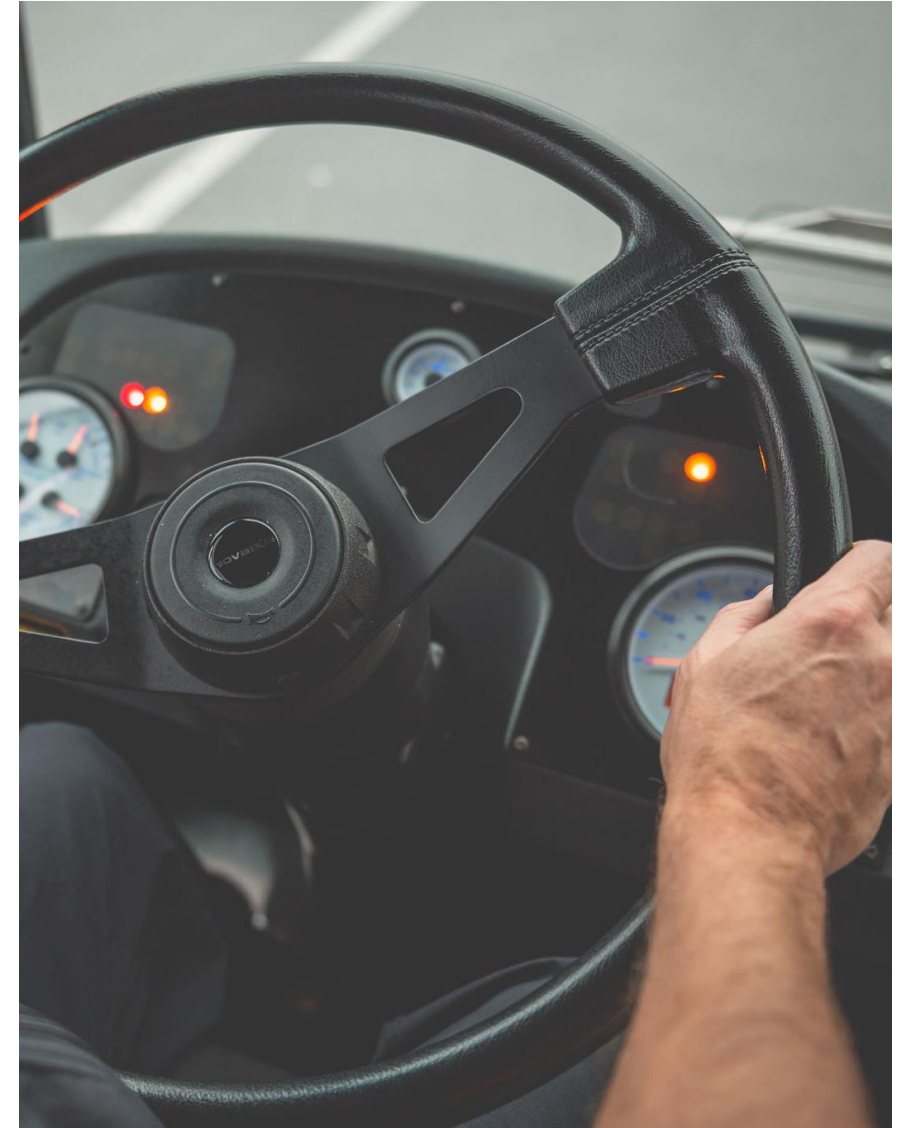
Zero Emission Transit Fund (ZETF)

- \$520M est. project costs; up to \$260M (50%) federal funding

Future Funding Programs

Permanent Transit Fund (PTF)

- \$3B/Year nationally; program framework not yet developed.



Electrification Challenges

Funding

- With significant federal investments available, Brampton is facing a provincial funding gap.
- With CIB funding, Brampton will still need continued base funding for buses from the City, Federal and Provincial Governments

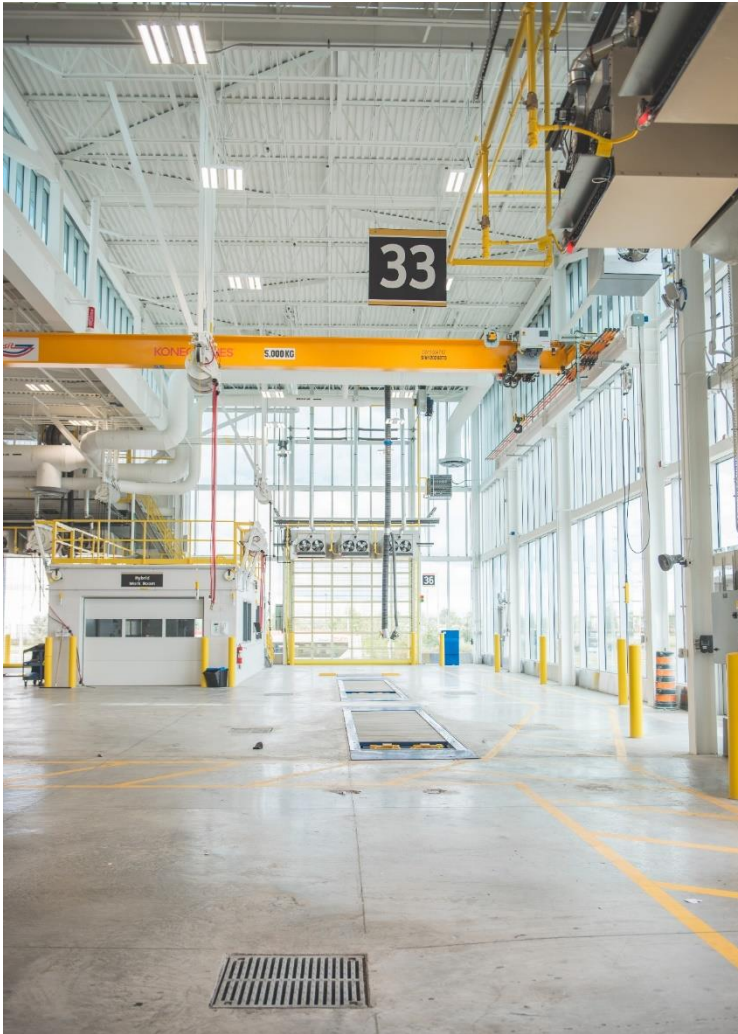
Infrastructure

- Aligning infrastructure completion with fleet electrification
- Advocacy to electrify third facility at the onset of construction

Bus Availability + Inflationary Costs

- Vendors are challenged to meet demand due to parts supply
- BEB costs have increased due to inflation





Location:

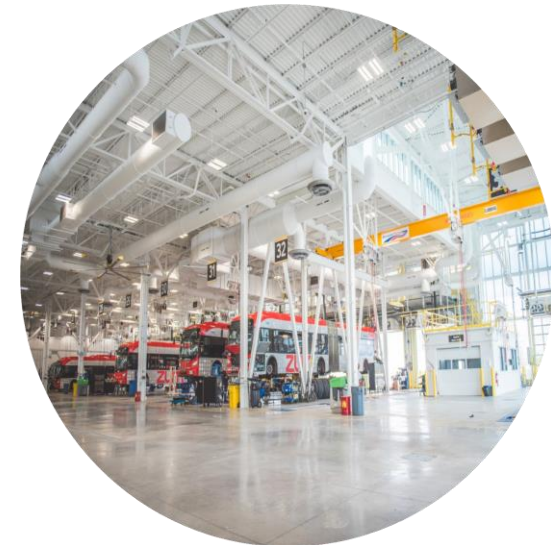
South West corner of Highway 50
and Cadetta Road

Third Transit Facility Update

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.

Current Status:

- 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)

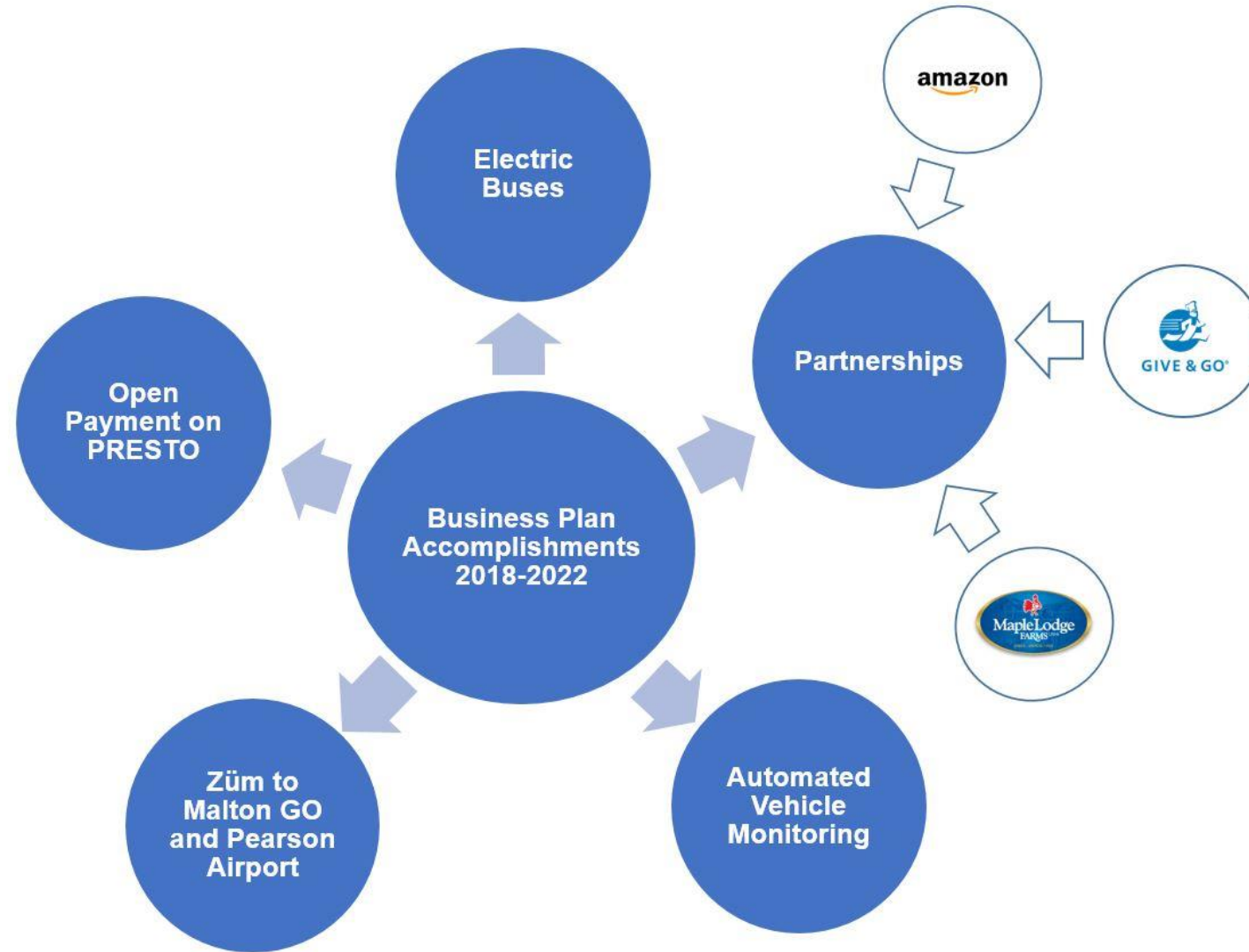


Five-Year Business Plan

- Improve and expand Brampton Transit
- Support the City's long-term vision
- Fiscally responsible



Five-Year Business Plan



Five-Year Business Plan



Five-Year Business Plan

2023-2027 Vision and Strategic Direction

Brampton Transit: *Connecting you to everyday*

Strategic Directions:

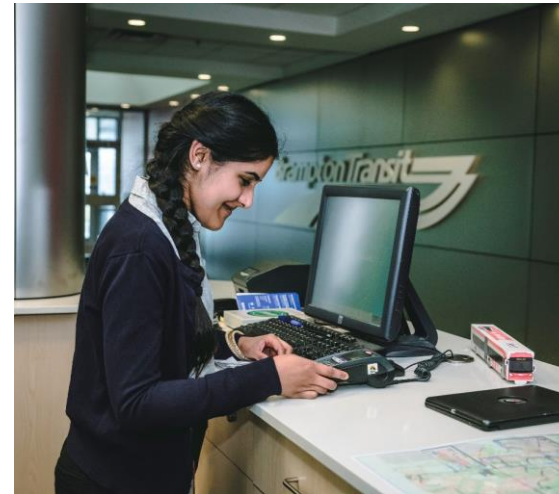
- Meeting the Needs of the Evolving Community
- Smart and Sustainable Innovation
- Maximizing the Customer Experience
- Collaborations and Partnerships



Five-Year Business Plan

2023-2027 Management Plan

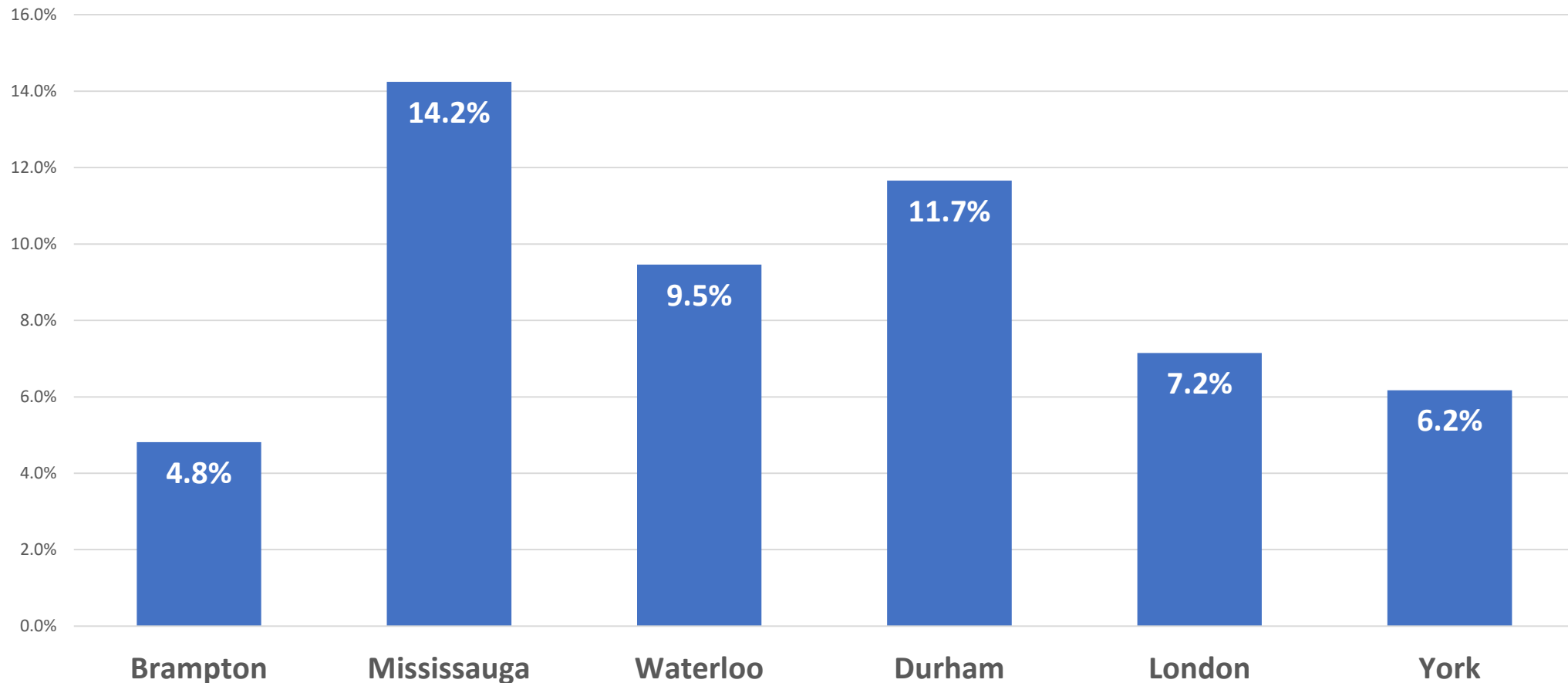
- Resources and Organizational Readiness
- Technology
- Information and Data



Five-Year Business Plan

2023-2027 Management Plan

Percentage of total budget spent on General Administration Expenses (2019 CUTA data)



Five-Year Business Plan

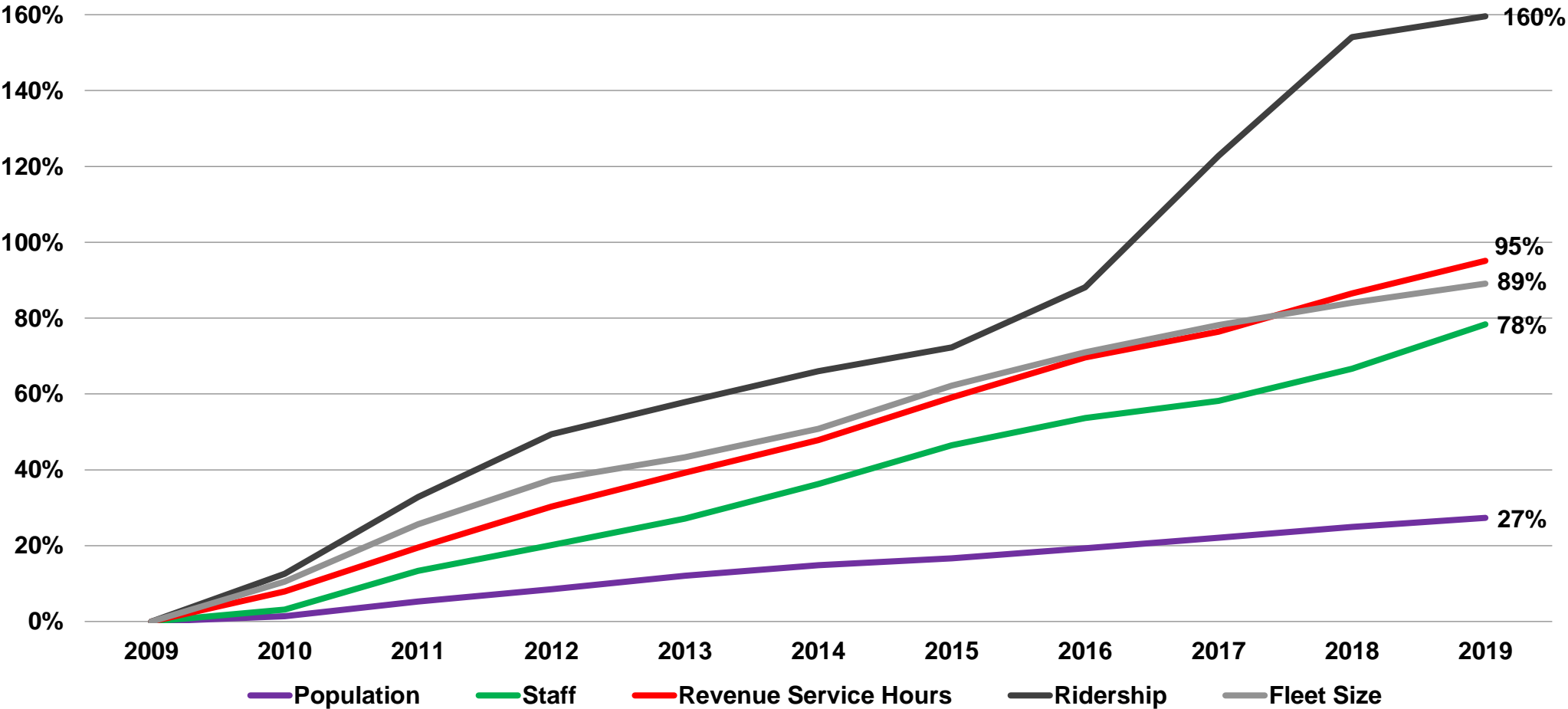
2023-2027 Service Guidelines



Five-Year Business Plan

2023-2027 Service Plan

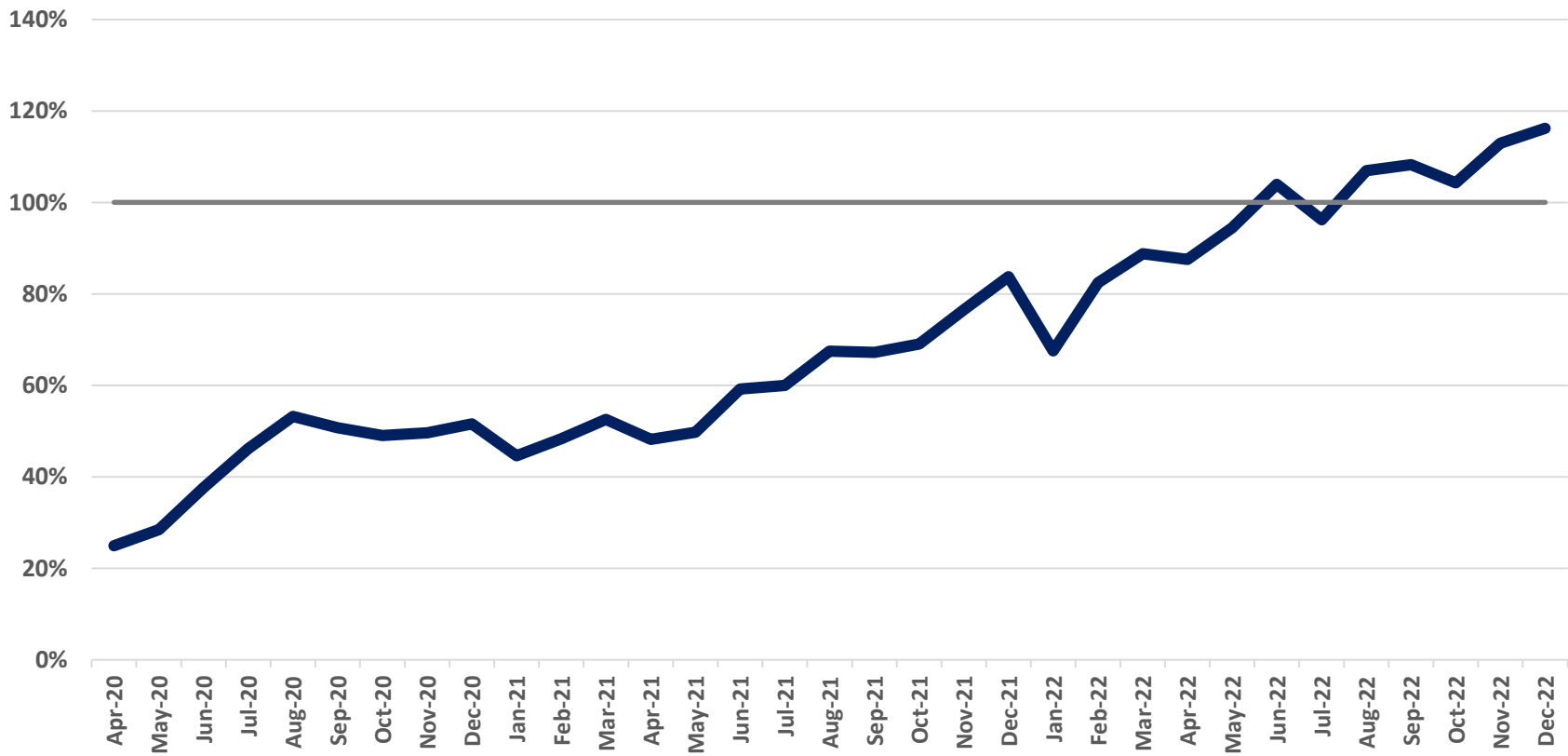
Pre-COVID Percentage Growth



Five-Year Business Plan

2023-2027 Service Plan

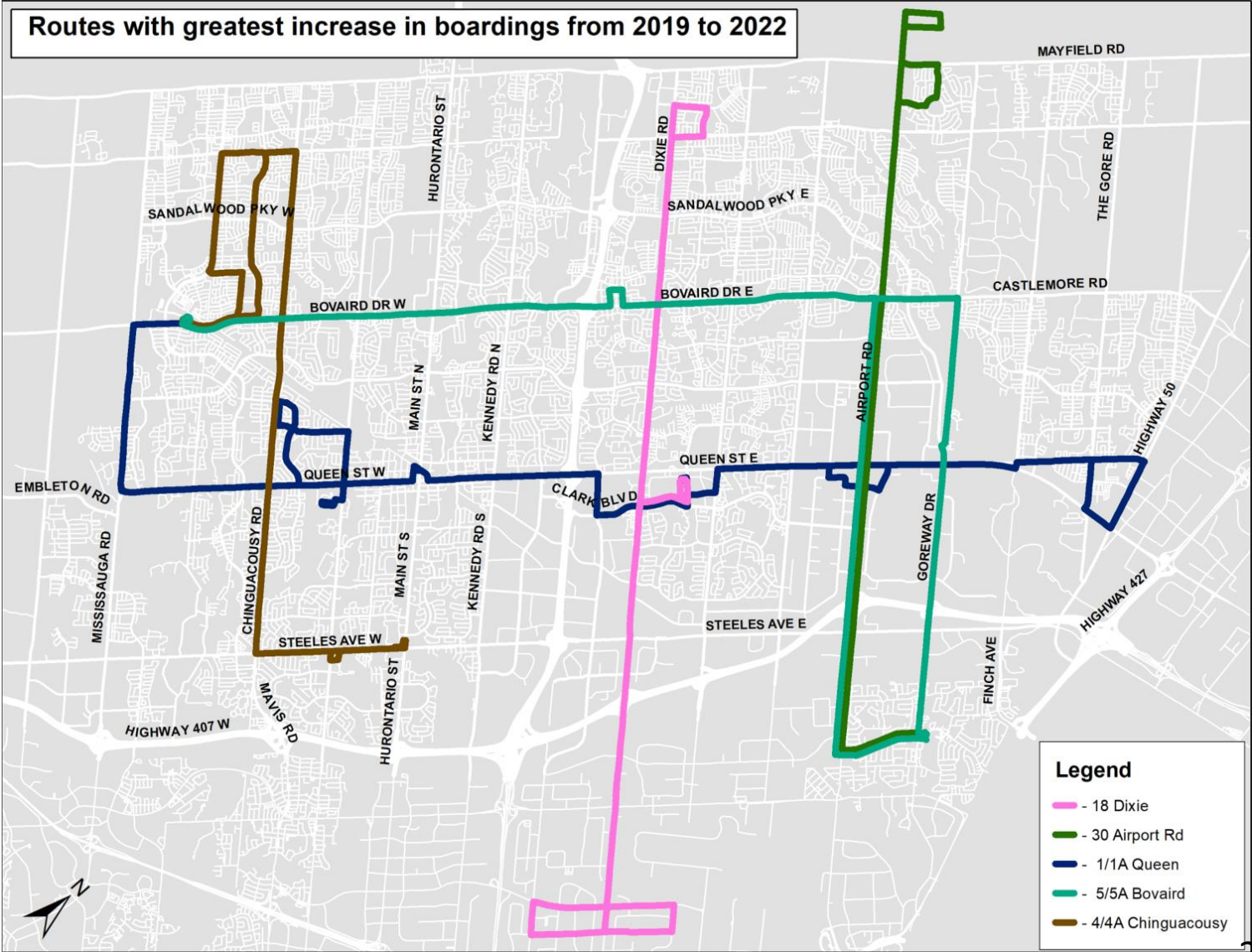
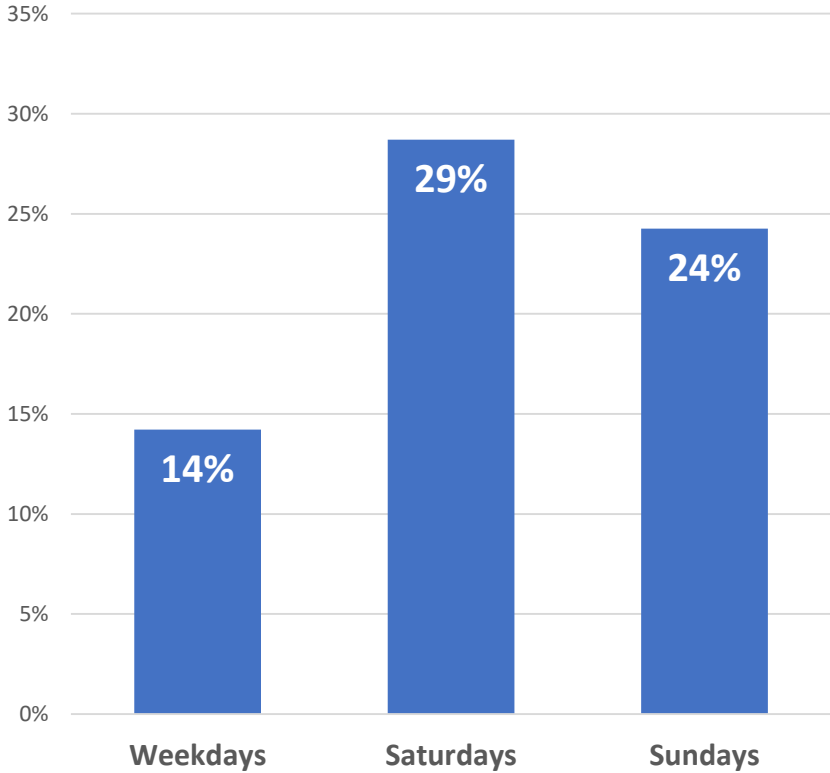
Brampton Transit Ridership Recovery
(% of 2019 ridership, pre-COVID)



Five-Year Business Plan

2023-2027 Service Plan

Percentage Increase in Ridership
from Nov. 2019 to Nov. 2022



Five-Year Business Plan

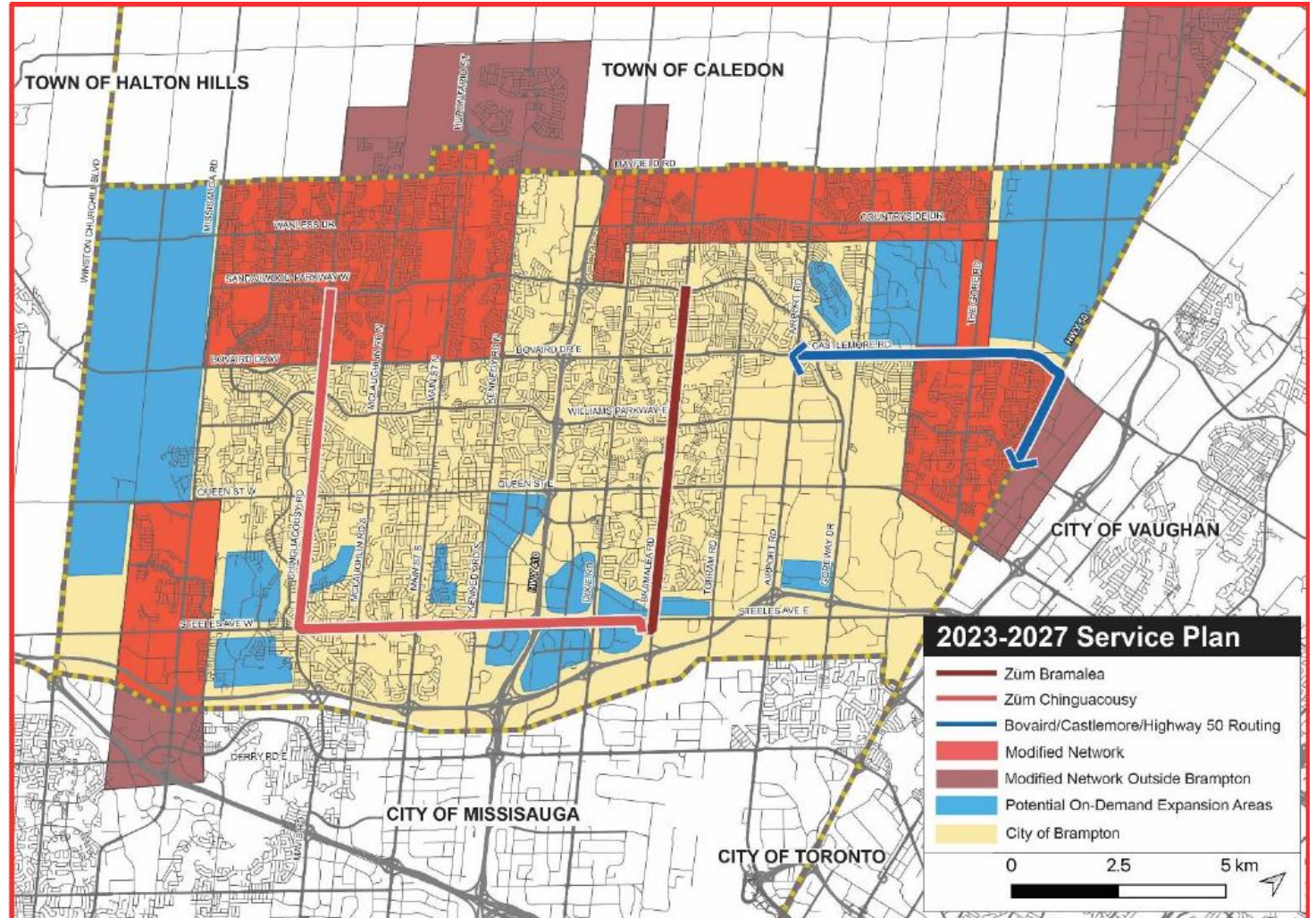
2023-2027 Service Plan



Five-Year Business Plan

2023-2027 Service Plan

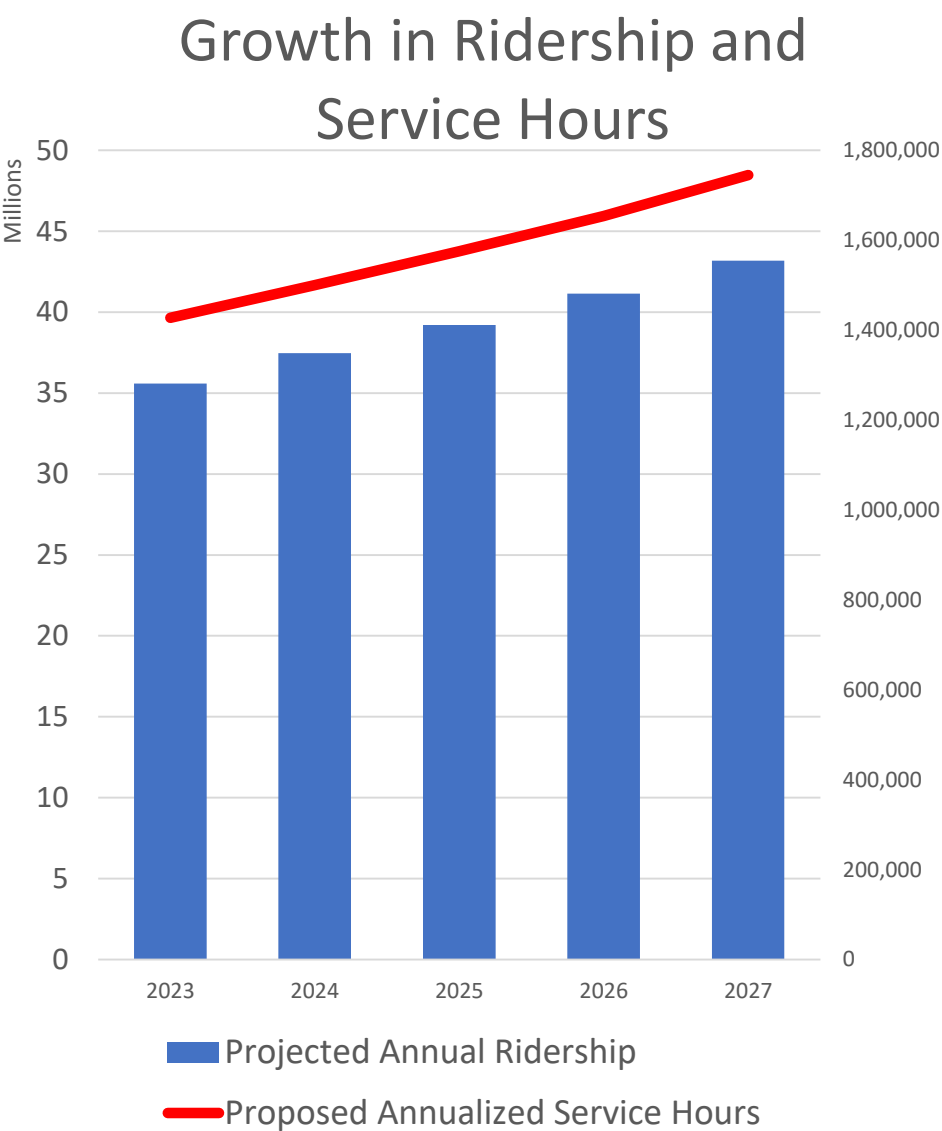
- Increase service on main travel corridors
- Increase service in off peak periods
- Expand and modify network in growth areas
- Launch Chinguacousy and Bramalea Züm Services
- Launch Overnight Services
- Expand On-demand Services



Five-Year Business Plan

2023-2027 Service Plan

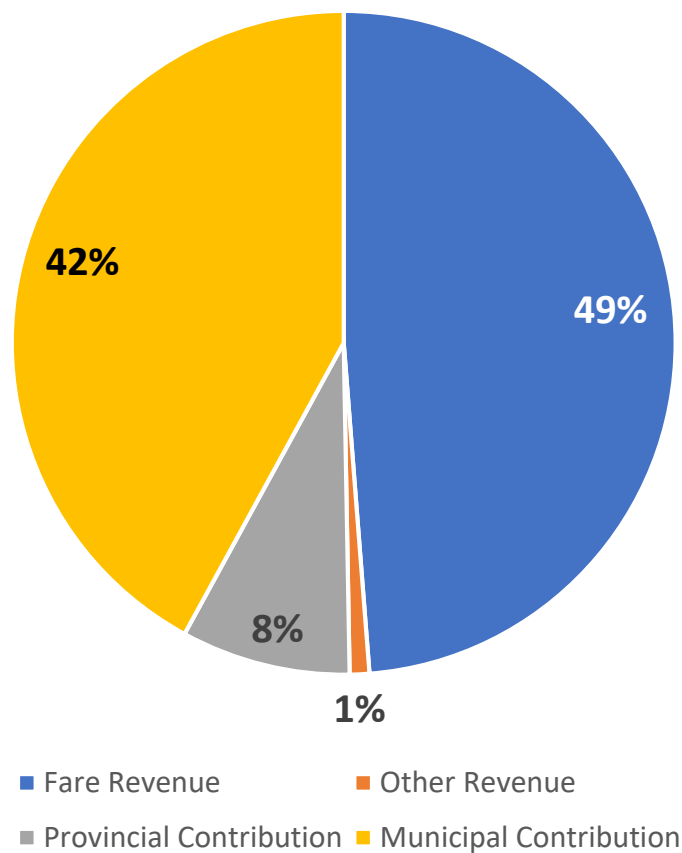
Year	Projected Annual Ridership	Percent Increase from 2019	Proposed Annualized Service Hours	Percent Increase from 2019	Annual Service Hour Increase
2023	35,600,000	12%	1,427,400	9%	84,800
2024	37,478,000	17%	1,500,200	14%	72,800
2025	39,220,000	23%	1,575,800	20%	75,600
2026	41,151,000	29%	1,654,100	26%	78,800
2027	43,178,000	35%	1,745,200	33%	91,100



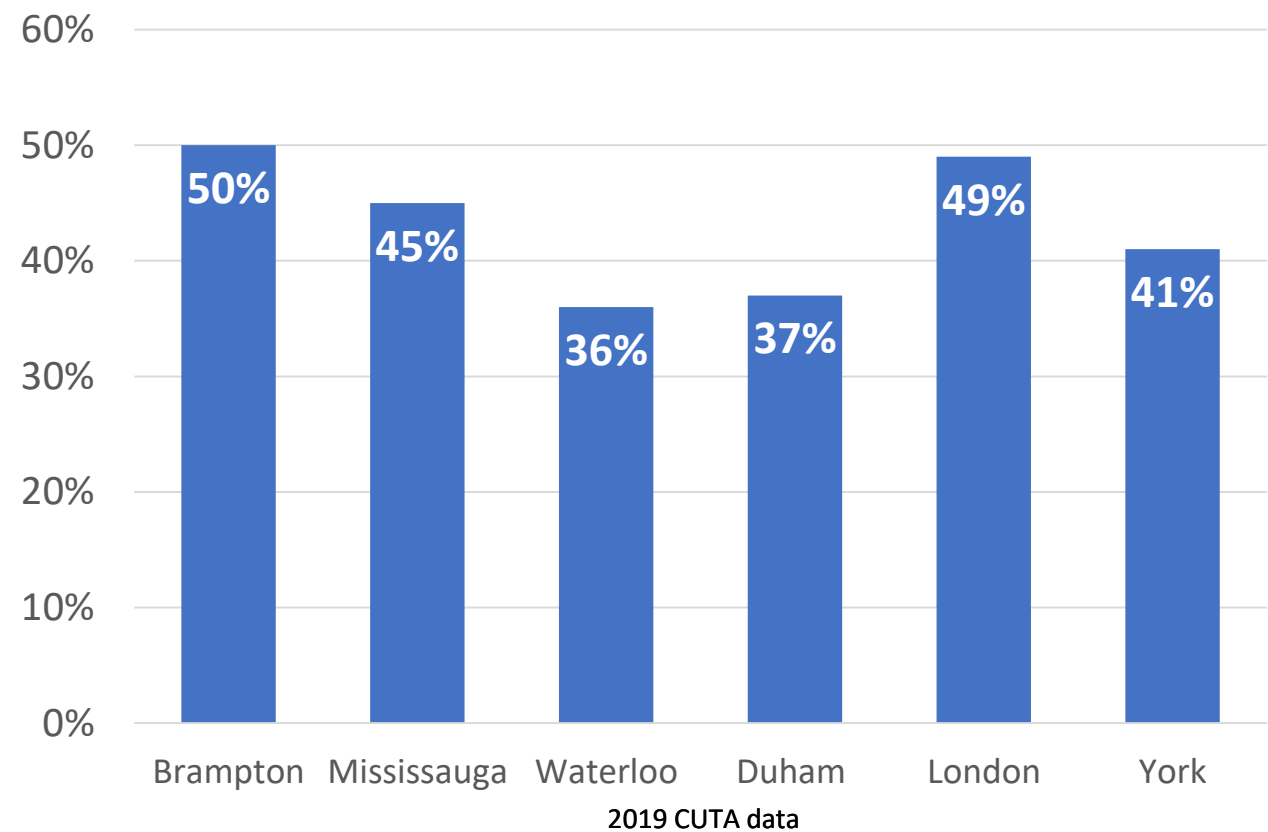
Five-Year Business Plan

2023-2027 Fare Strategy

2019 Revenues



2019 Revenue/Cost Ratios



Five-Year Business Plan

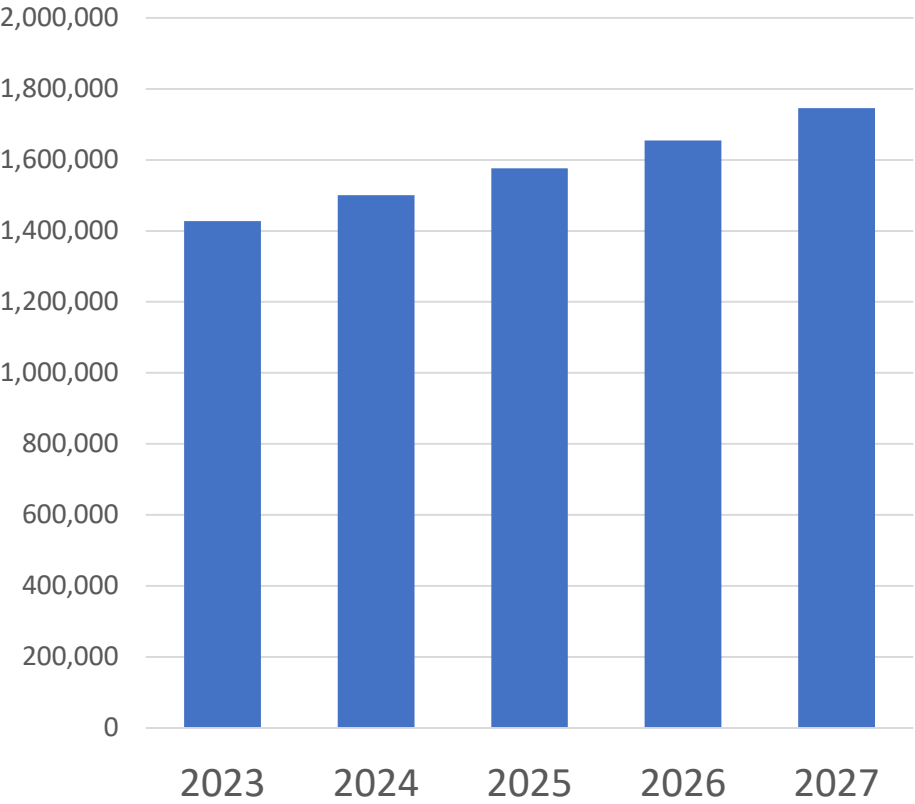
2023-2027 Fare Strategy



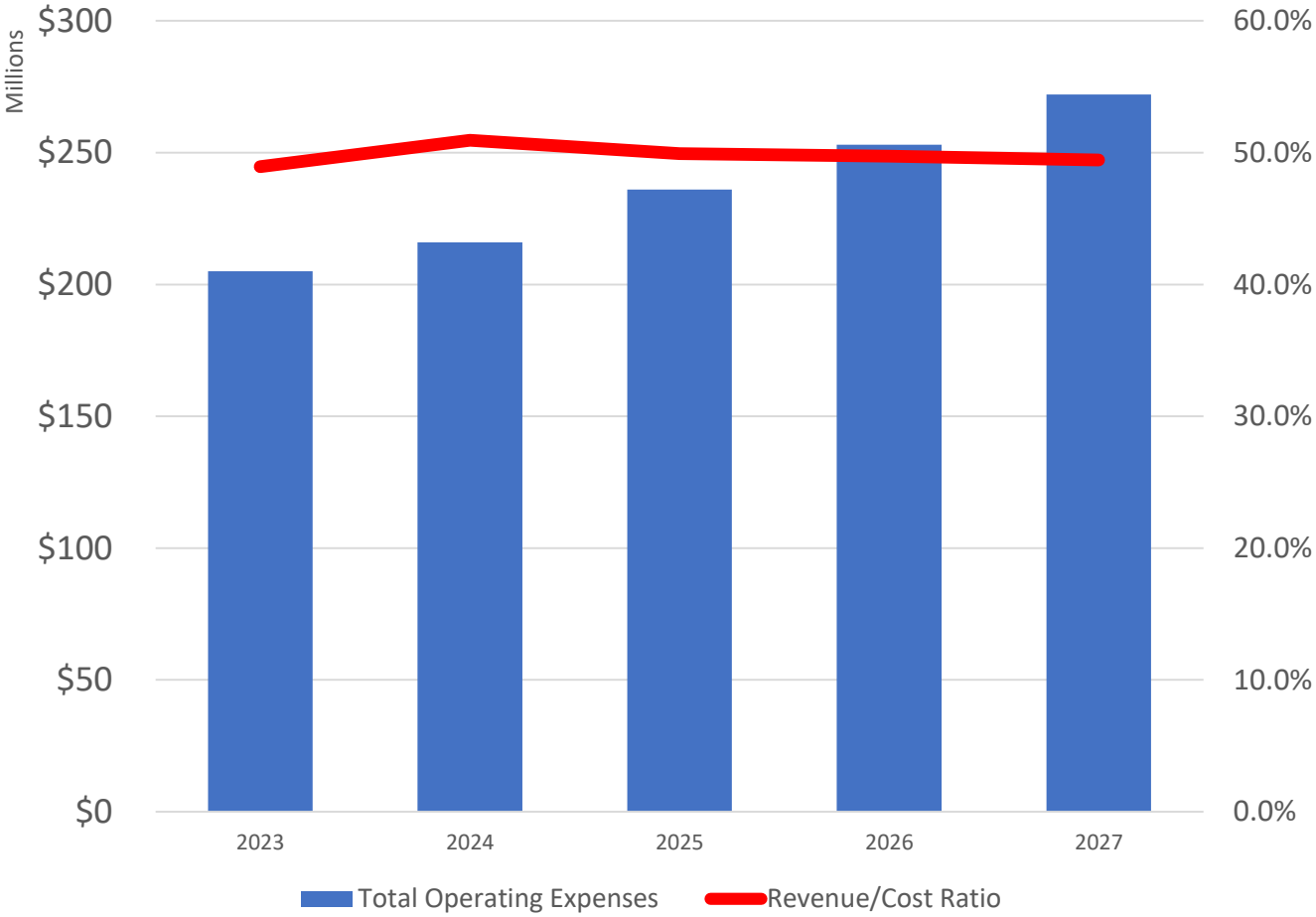
Five-Year Business Plan

2023-2027 Financial Plan

Growth in Proposed Annualized Service Hours



Projected Total Operating Expenses and Revenue/Cost Ratios



Five-Year Business Plan

Next Steps

- Obtain feedback on the final draft plan
- Council approval of the plan in the spring



Higher Order Transit Updates

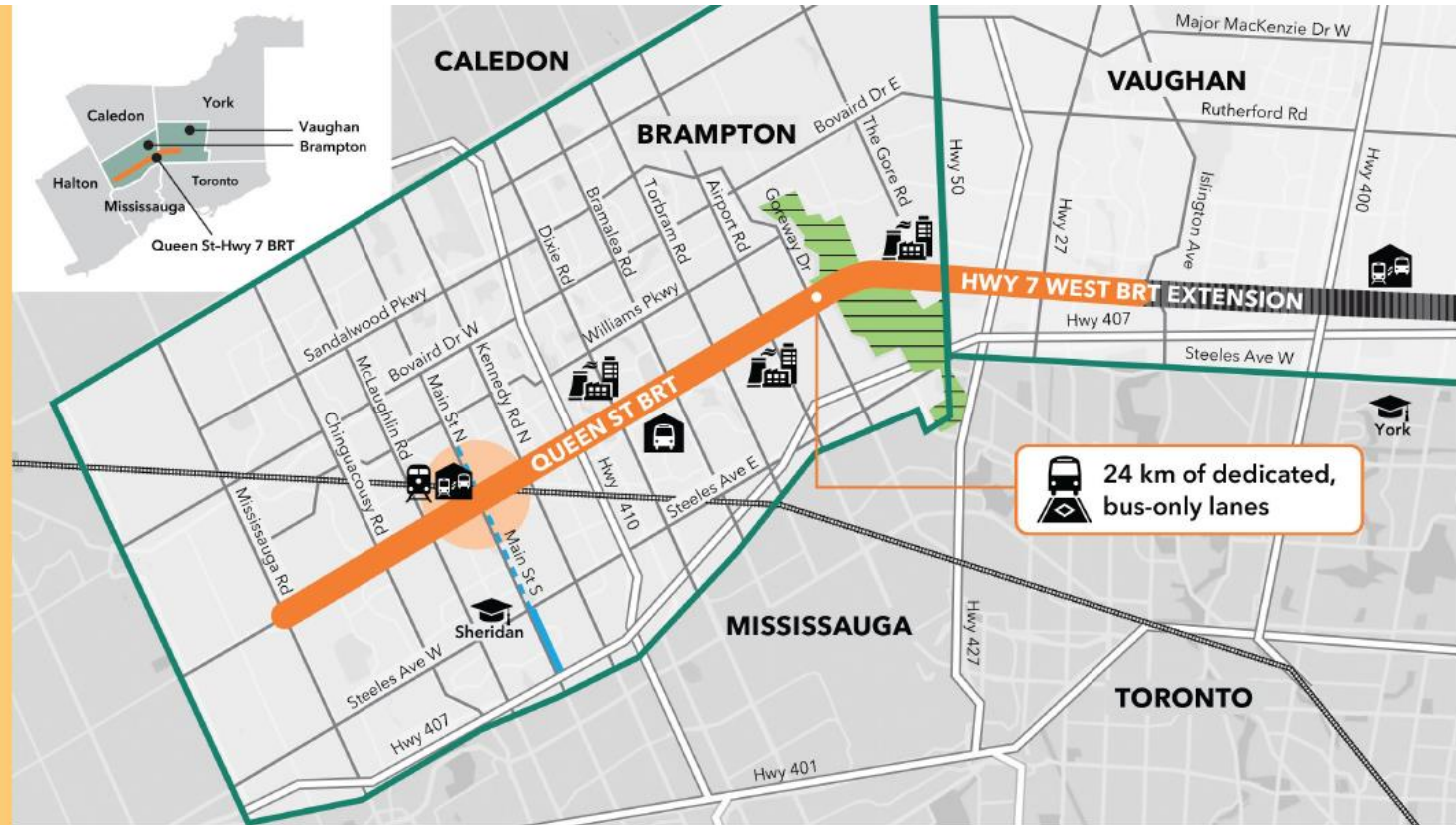


Queen Street-Highway 7 Bus Rapid Transit

Project Overview

- 24 km study area of Queen Street and Highway 7 (18 km within Peel Region and 6 km within York Region).
- Main transit spine, connecting Brampton and Vaughan.
- Crucial transportation corridor connecting the northwest and northcentral sections of the Greater Toronto and Hamilton Area (GTHA).
- Enables faster, more reliable connections to:
 - Downtown Brampton transit hub.
 - Vaughan Metropolitan Centre.
 - Toronto-York Spadina Subway Extension (TYSSE).

7 QUEEN STREET-HIGHWAY 7 BRT



Queen Street-Highway 7 BRT

- | | | |
|----------------------|---------------------------------------|---|
| City Boundaries | Claireville Conservation Area | College/University |
| Downtown Brampton | Commercial/Industrial Area | Western end of the Viva Rapidway on Hwy 7 |
| Queen Street BRT | Brampton GO | Proposed Rapid Transit Extension* |
| GO Rail | Bramalea City Centre and Bus Terminal | |
| Hazel McCallion Line | Transit Hub | |

* Unfunded

METROLINX

Queen Street-Highway 7 Bus Rapid Transit

BRT

Welcome to the Queen Street-Highway 7 Bus Rapid Transit Project

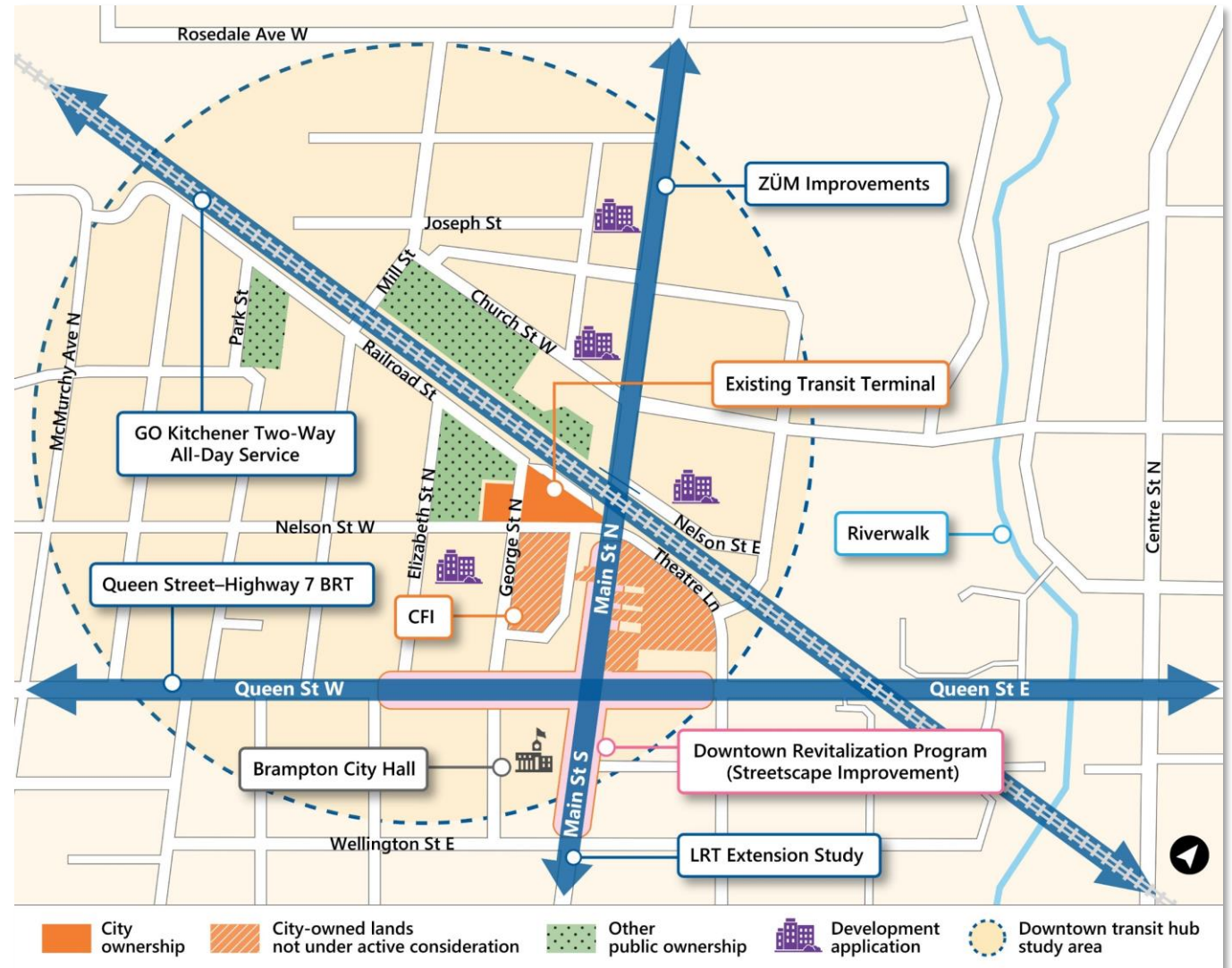
Public Information
Centre #1 – Virtual Live Meeting



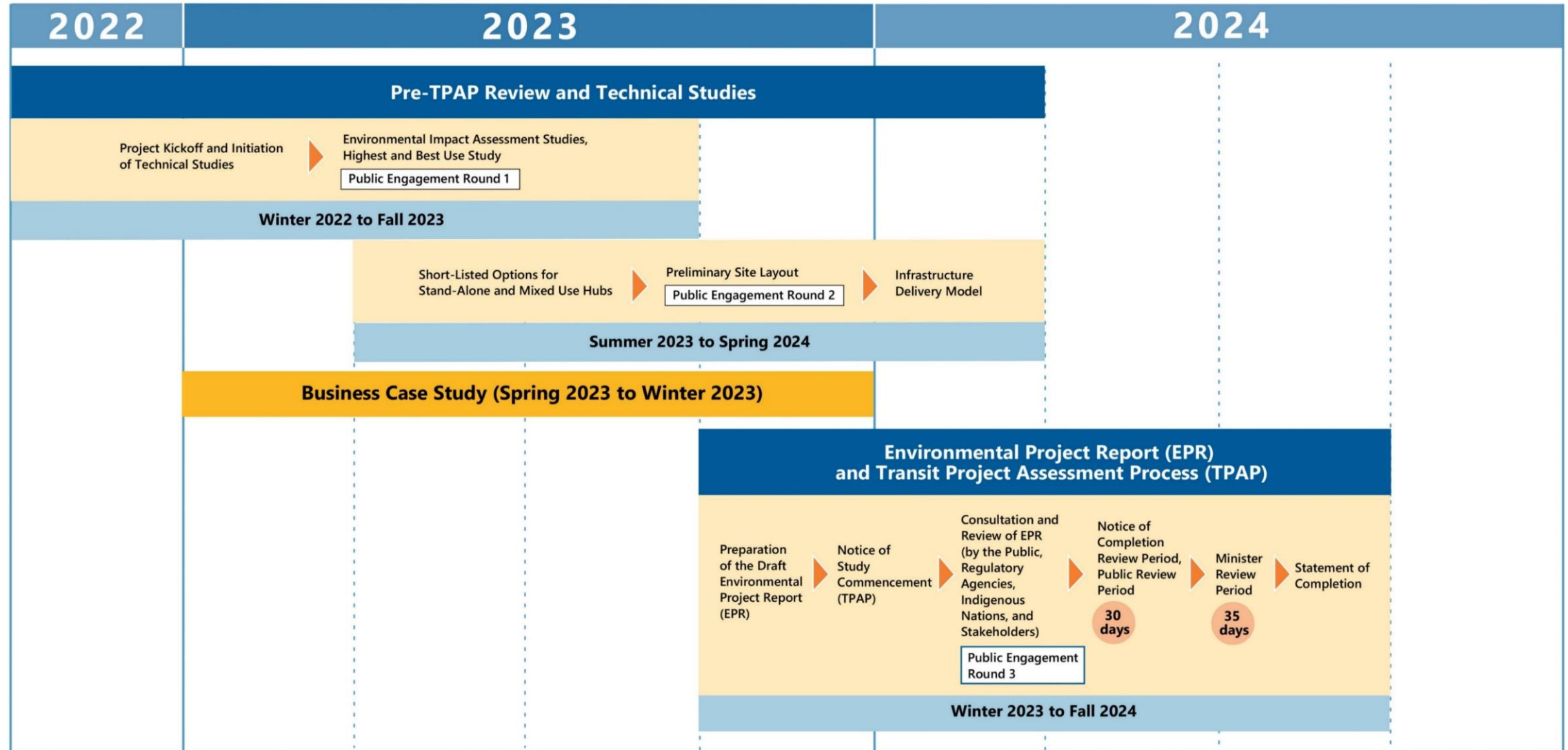
- 41,000 post Cards
- 1,385 Views
- 247 Registrants and 184 Attendees at Virtual Live Meeting
- 103 Questions

Downtown Brampton Transit Hub (Bus Terminal) Study Overview

- Identify a site for a new transit terminal in Downtown Brampton.
- Develop a Preliminary Design and Site Plan for the new transit terminal.
- Plan and design a transit hub that is flexible and adaptable to future needs.
- Identify the most appropriate delivery model:
 - Development Style—stand-alone facility vs. mixed-use.
 - Procurement Model—traditional vs. public-private-partnerships.
- Obtain approval through the Transit Project Assessment Process (TPAP).



Downtown Brampton Transit Hub (Bus Terminal) Project Timeline



Higher Order Transit

Seven-Day All-Day/Two-Way GO Train Service

- City staff are actively working with and supporting Metrolinx to help expedite the Kitchener corridor works.

Chinguacousy Züm

- Planning and design work nearing completion with construction planned to start later in 2023.
- Planned to launch in late 2024 or 2025 and will coincide with the opening of the Hazell McCallion LRT.

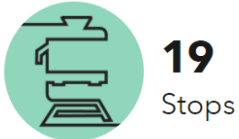
Steeles Higher Order Transit Study

- 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.



The Hazel McCallion Line

Formerly known as the Hurontario Light Rail Transit (HuLRT)



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.

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.

Current Status:

- Design work for municipal infrastructure are approaching completion and construction activities are anticipated to ramp up in 2023.
- Utility relocation continues along the corridor.
- The Operations Maintenance and Storage Facility (OMSF) building is nearing completion.

Thank You!

