



Transit Executive Committee Agenda

Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Wednesday, March 2, 2022

1:30 PM

Please note: In an effort to help mitigate the spread of COVID-19, and to generally comply with the direction from the Government of Ontario whereby all organized public events of more than five people are prohibited, it is requested in the strongest terms that Members participate in the meeting electronically. Regional Headquarters is closed to the public, all members of the public may [view the Committee meeting](#) via live streaming, instead of attending the meeting in person. If you wish to register as a delegate regarding an agenda item, you may register in advance of the meeting by noon on the day prior to the meeting by emailing delegations@durham.ca and will be provided with the details to delegate electronically.

1. Roll Call

2. Declarations of Interest

3. Adoption of Minutes

A) Durham Region Transit Executive Committee meeting –
February 2, 2022

Pages 3-7

4. Delegations

5. Presentations

A) David Dunn, Manager, Rapid Transit Office; Jack Phelan
Project Manager, Durham Region Transit re: ICIP Update
and Median BRT Shelter Design

Pages 8-23

6. Correspondence

7. Reports

A) General Manager's Report – March 2, 2022 (2022-DRT-03) Pages 24-39

8. Advisory Committee

9. Confidential Matters

There are no confidential matters to be considered

10. Other Business

11. Date of Next Meeting

Wednesday, April 6, 2022 at 1:30 PM

12. Adjournment

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The Regional Municipality of Durham

MINUTES

DURHAM REGION TRANSIT EXECUTIVE COMMITTEE

Wednesday, February 2, 2022

A regular meeting of the Durham Region Transit Executive Committee was held on Wednesday, February 2, 2022 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 1:30 PM. Electronic participation was offered for this meeting.

1. Roll Call

Present: Commissioner Collier, Chair
Commissioner Barton, Vice-Chair
Commissioner Anderson
Commissioner Carter
Commissioner Drew
Commissioner Mulcahy
Commissioner Smith
Regional Chair Henry
***all members of the Committee participated electronically**

Also

Present: Commissioner Crawford
Commissioner Marimpietri

Absent: Commissioner Pickles

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer
W. Holmes, General Manager, Durham Region Transit
J. Austin, Deputy General Manager, Business Services, Durham Region Transit
D. Beaton, Commissioner of Corporate Services
M. Binetti, Transportation Service Design, Durham Region Transit,
D. Dunn, Project Manager, Rapid Transit Implementation
L. Huinink, Director, Rapid Transportation & Transit Oriented Development, Office of the Chief Administration Officer
R. Inacio, Systems Support Specialist, Corporate Services – IT
A. McKinley, Deputy General Manager, Maintenance, Durham Region Transit
A. Naeem, Solicitor, Corporate Services – Legal Services
C. Norris, Deputy General Manager, Operations, Durham Region Transit
N. Taylor, Treasurer, Durham Region Transit, and Commissioner of Finance
K. Smith, Committee Clerk, Corporate Services – Legislative Services

2. Declarations of Interest

There were no declarations of interest.

3. Adoption of Minutes

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(1) That the minutes of the regular Durham Region Transit Executive
Committee meeting held on Wednesday, December 8, 2021, be adopted.

CARRIED

4. Delegations

There were no delegations to be heard.

5. Presentations

- 5.1 Bill Holmes, General Manager, Durham Region Transit; Jamie Austin, Deputy General Manager, Business Services and Nancy Taylor, Treasurer of Durham Region Transit, Finance Department, re: 2022 Durham Region Transit Business Plan and Budget (2022-DRT-02)

Nancy Taylor, Bill Holmes, and Jamie Austin provided a PowerPoint presentation on the 2022 Durham Region Transit Business Plans and Budgets. A copy of the presentation was provided to Committee members prior to the meeting.

B. Holmes advised that 2021 was a good year with continued focus on ridership recovery and mobility in the Region while experiencing changing travel patterns and pursued transit and transportation innovations.

N. Pincombe advised that the budget submission supports the approved guideline of 2.5% and advanced the Region's COVID-19 Recovery Plan.

B. Holmes provided an overview of the ridership recovery and accomplishments. He advised that On Demand remains a crucial part of the transit network and continues to ensure mobility of residents in low ridership areas within urban zones and rural areas in the Region. He advised that service grew to over 3,000 weekly trips with an average wait time of less than 7 minutes.

Highlights of the presentation included:

- 2022 Business Plans and Budgets
- 2021 – Signs of Recovery
- 2021 Accomplishments
 - Service Improvements
 - Community and Customer Service

J. Austin presented an overview of the Durham Region Transit 2022 proposed expenditure and financing.

Highlights of the presentation included:

- 2022 Proposed Expenditures & Financing
 - 2022 Proposed Expenditures (millions)
 - 2022 Proposed Funding (millions)
- 2022 Strategic Highlights
- 2022 Business Plans and Budgets
 - Risks and Uncertainties
- Beyond the 2022 Business Plans and Budget
 - Forecasted Pressures and Opportunities

Moved by Commissioner Anderson, Seconded by Commissioner Barton,
(2) That the order of the Agenda be altered in order to consider Report
#2022-DRT-02 at this time.

CARRIED

7. Reports

B) 2022 Durham Region Transit Business Plan and Budget (2022-DRT-02)

Report #2022-DRT-02 from B. Holmes, General Manager, Durham Region Transit, was received.

Staff responded to questions with regards to bus fleet requirements and decommissioning buses in consideration of increasing ridership; spare ratio of fleet; the transition to a zero emissions fleet; service plans for Clarington; converting two buses for public health related events; maintaining buses to send to rural fire departments to practice and deal with bus related events; maintaining vehicles to be used for cooling and heating centres; ridership and revenue projections for 2022; impact of new GO stations on Durham Region Transit; the current stage of the new maintenance and storage facility in north Oshawa; five new positions in the budget; the status of negotiations with school boards and the Durham Catholic District School Board request at the December TEC meeting for a specific program at All Saints.

Councillor Smith requested a breakdown of the cost for transit per municipality. Staff advised they would review available data and respond to him directly.

Moved by Commissioner Anderson, Seconded by Commissioner Barton,
(3) That we recommend to the Finance & Administration Committee for subsequent recommendation to Regional Council:

That the 2022 Business Plans and Budgets for Durham Region Transit be approved.

CARRIED

This matter will be considered by the Finance and Administration Committee on February 8, 2022 and presented to Regional Council on February 23, 2022.

6. Correspondence

There were no correspondence items to be considered.

7. Reports

A) General Manager's Report – February 2, 2022 (2022-DRT-01)

Report #2022-DRT-01 from B. Holmes, General Manager, Durham Region Transit, was received.

Staff responded to questions with regards to ridership on scheduled service buses versus on demand buses; the amalgamation of Specialized Services and On Demand into a single demand responsive strategy; outcome of the autonomous bus collision; reporting bus stops that require snow removal and improving communication between area municipalities and the Region regarding snow removal; ensuring adequate waiting area at bus stops; and of improving bus stop signage or illumination to help identify temporary bus stops for customers and bus operators.; and, the cost of the autonomous bus project.

J. Austin provided a verbal update on the status of the autonomous bus pilot project. He advised that further to the information in the report, the pilot project is concluding as a result of the vehicle manufacturer and owner (Local Motors) ceasing operations. The Local Motors decision to cease operations was not related to local pilot.

Moved by Regional Chair Henry, Seconded by Commissioner Smith,
(4) That Report #2022-DRT-01 of the General Manager, Durham Region Transit, be received for information.

CARRIED

B) 2022 Durham Region Transit Business Plan and Budget (2022-DRT-02)

This item was considered earlier in the meeting. Refer to page 3 of these minutes.

8. Advisory Committee Resolutions

There were no advisory committee resolutions to be considered.

9. Confidential Matters

There were no confidential matters to be considered.

10. Other Business

There was no other business to be considered.

11. Date of Next Meeting

The next regularly scheduled Durham Region Transit Executive Committee meeting will be held on Wednesday, March 2, 2022 at 1:30 PM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

12. Adjournment

Moved by Regional Chair Henry, Seconded by Commissioner Barton,
(5) That the meeting be adjourned.

CARRIED

The meeting adjourned at 2:52 PM

Respectfully submitted,

S. Collier, Chair

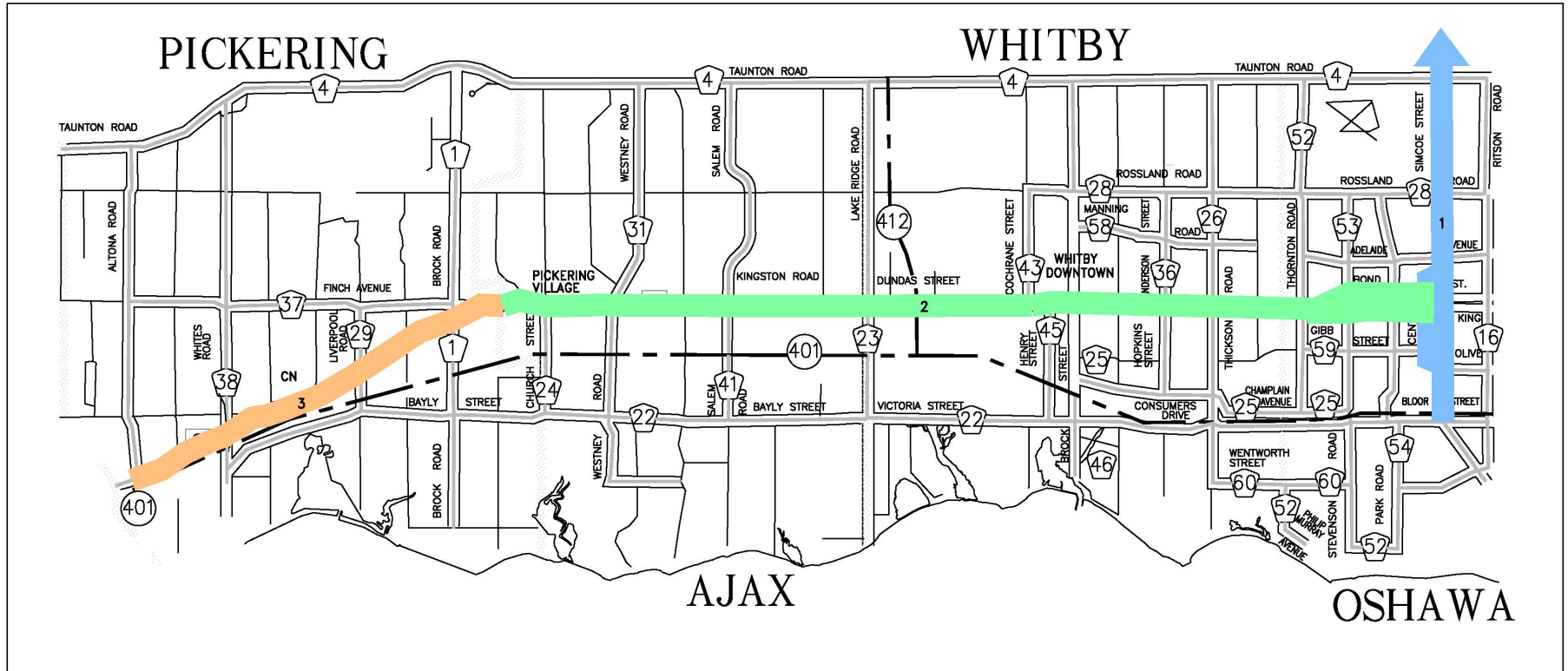
K. Smith, Committee Clerk

ICIP Update and Median BRT Shelter Design



Transit Executive Committee
March 2, 2022

Investing in Canada Infrastructure Program (ICIP)



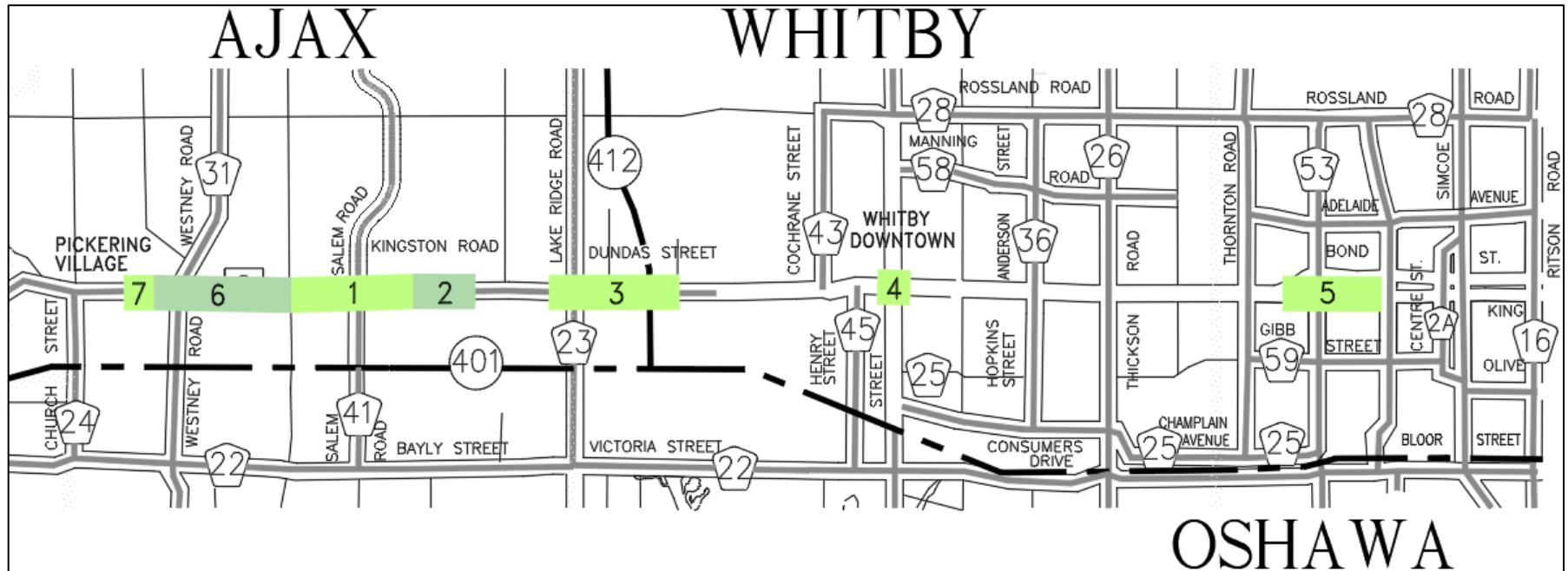
1. Simcoe Street Rapid Transit Environmental Assessment (ICIP funding approved).
2. Oshawa, Whitby & Ajax Rapid Transit, Road Works (ICIP funding approved).
3. Pickering Median Transit, Road Works (ICIP funding approved).

Durham-Scarborough BRT TPAP



- The Metrolinx led TPAP is in progress for the 36km BRT corridor.
- TPAP Notice of Completion was issued on January 20, 2022, followed by a public review between January 21 to February 22.
- Final step is the Minster’s review, between February 23 to March 29.

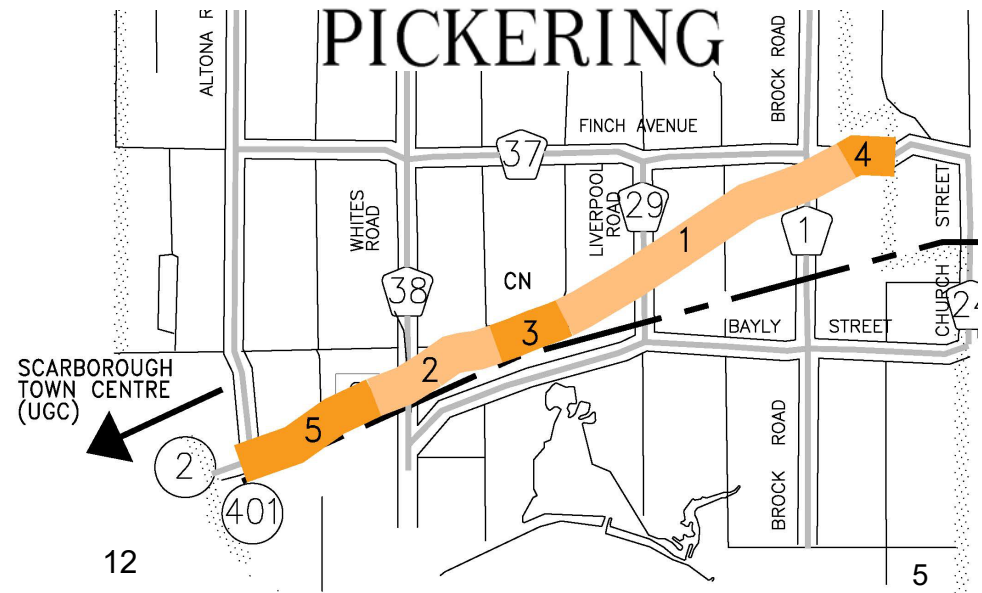
ICIP update Ajax, Whitby & Oshawa rapid transit



1. Harwood to Galea – In design, tender late 2022
2. Galea to Alexander Crossing – In design, construction 2024
3. Lake Ridge to Des Newman – In design, construction 2024
4. Downtown Whitby (Transit Priority Measures) – 2023 design, 2024 construction
5. Oshawa (Transit Priority Measures) – 2023 design, 2024 construction
6. Westney to Harwood – Design RFP out, construction 2025
7. Pickering Village (Transit Priority Measures) – Included in Westney RFP

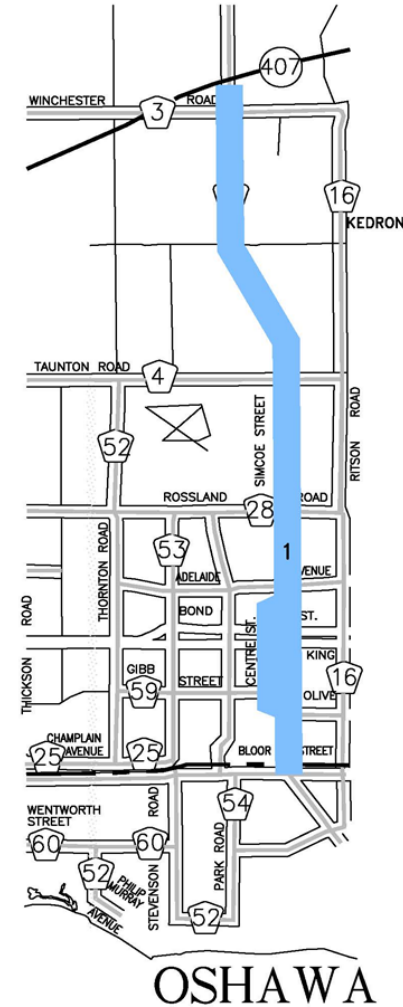
ICIP update - Pickering

1. Dixie to Bainbridge – In design, utilities in 2022, construction 2023
2. Steeple Hill to Merritton – In design, utilities in 2022, construction 2023
3. Merritton to Dixie – In design, discussions with CN
4. Bainbridge to Notion – Design RFP to go out shortly, construction 2024
5. Altona to Steeple Hill – In design, construction 2025

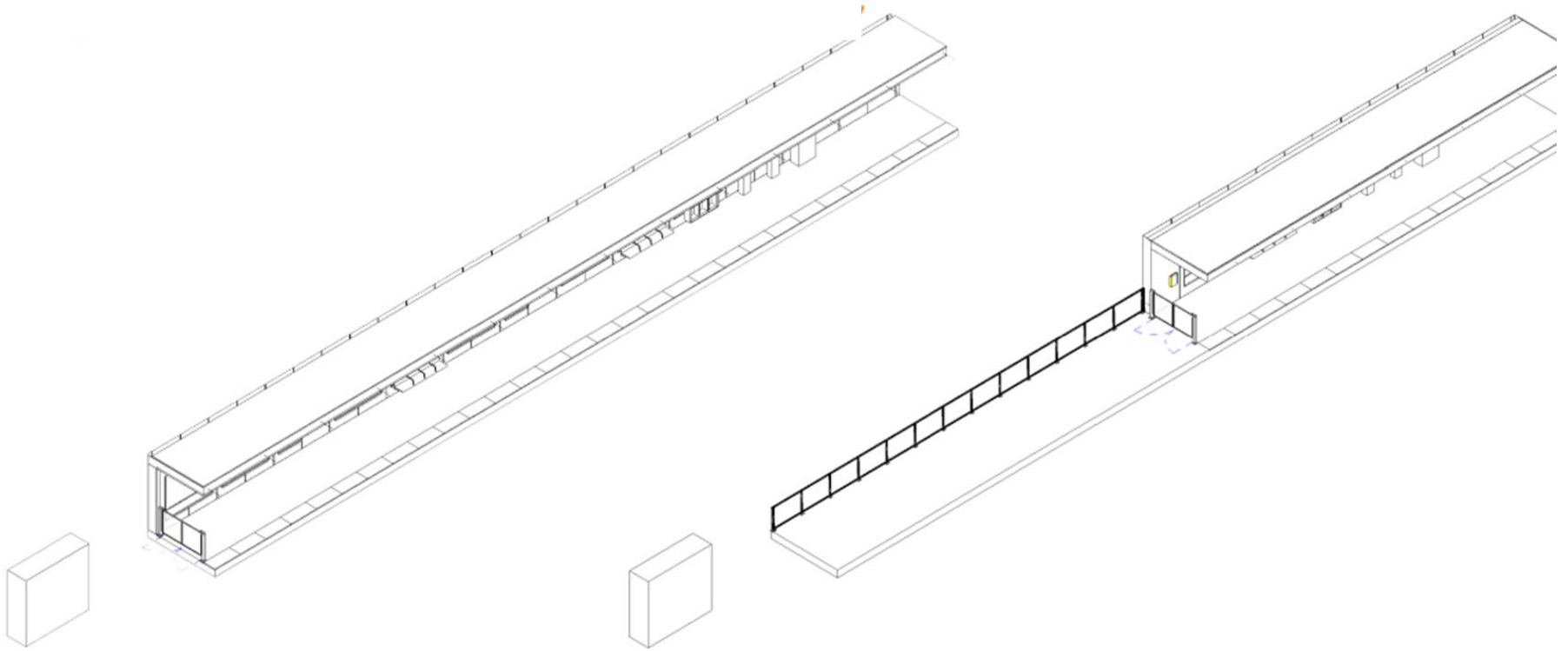


Simcoe Street Rapid Transit Environmental Assessment

- Visioning study and Initial Business Case study RFP anticipated to go out in March 2022.
- Environmental Assessment (EA) expected to begin summer 2024



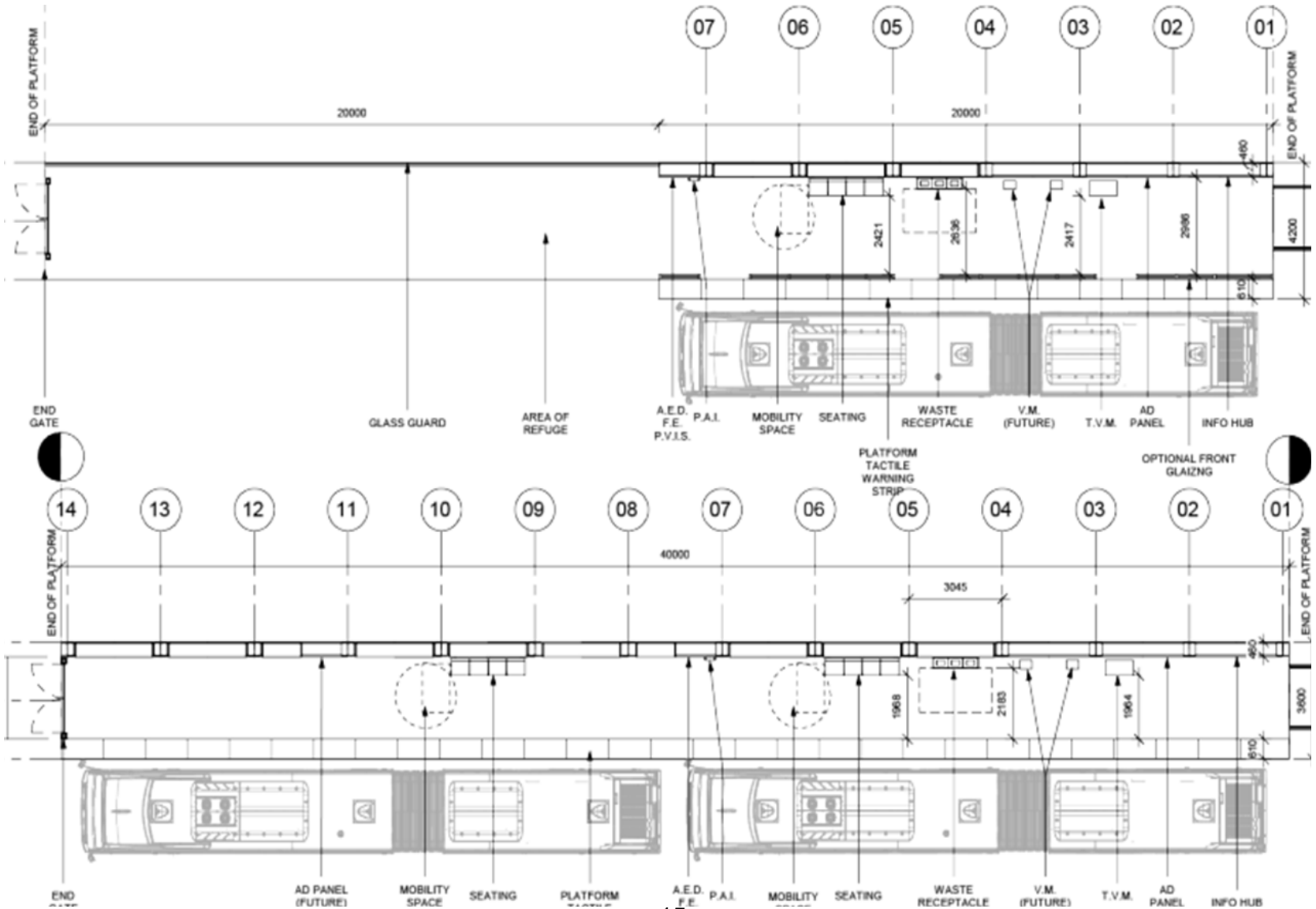
Median shelter design



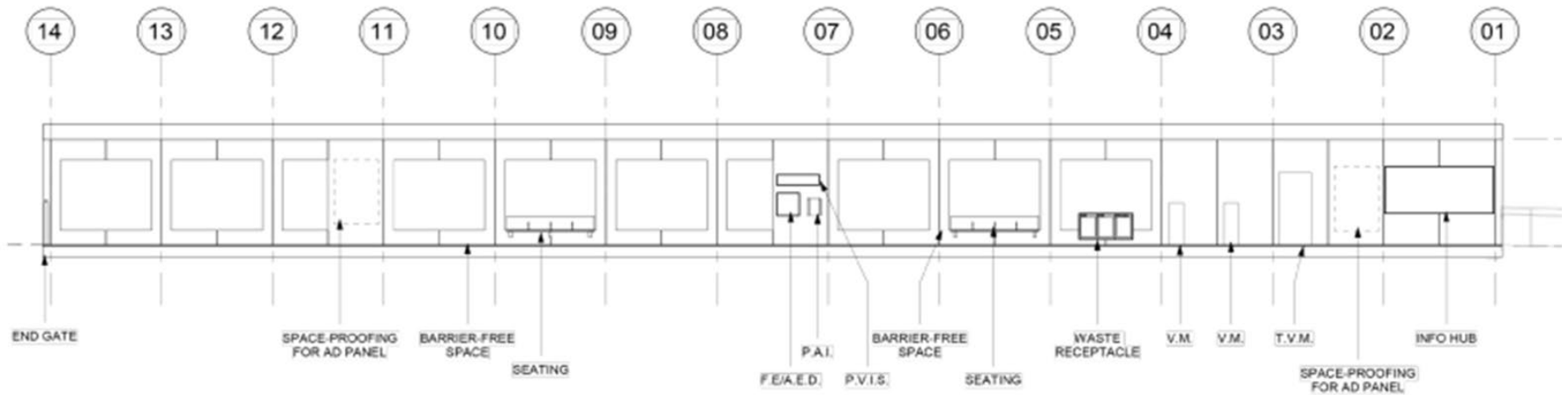
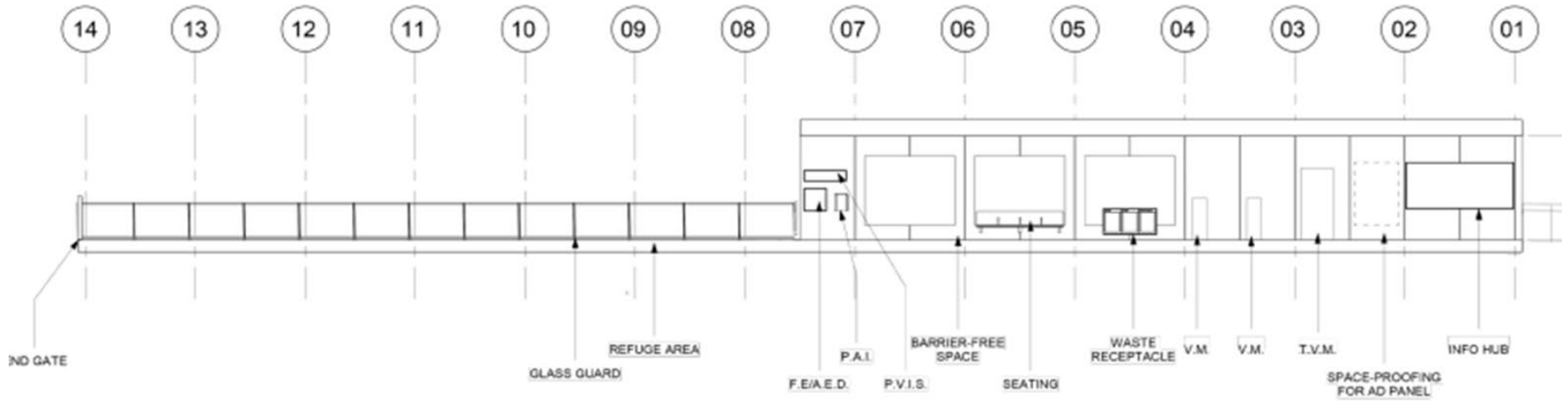
Ultimate 40m Shelter
(3.6m wide)

Interim 20m shelter
(3.6m wide)

Shelter layout



Shelter elevation



Design Option 1

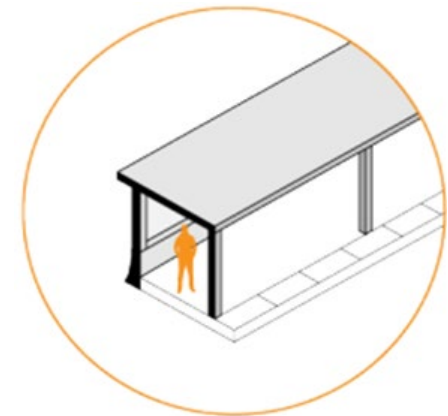


3.6m Median BRT Shelter
(Narrow ROW)



4.2m Median BRT Shelter
(Typical ROW)

- Powder-coated aluminum soffit and cladding panels.
- LED perforated lights.
- Structural supports posts in front and rear.



Design Option 2

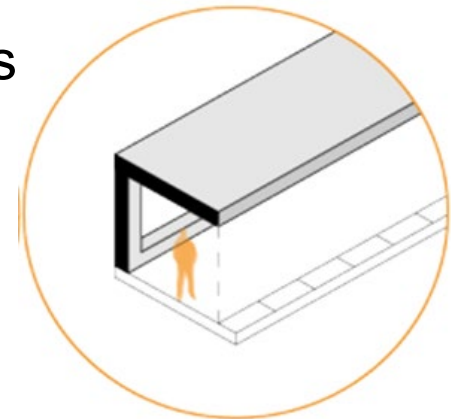


3.6m Median BRT Shelter
(Narrow ROW)



4.2m Median BRT Shelter
(Typical ROW)

- Powder-coated aluminum soffit and cladding panels
- Porcelain tile-wood look soffit and windowsills.
- Recessed Linear LED lighting.
- Cantilevered design.

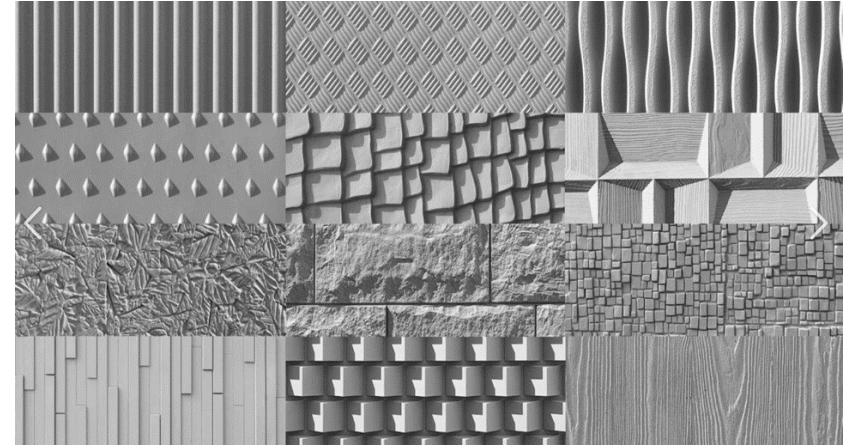


Design Option 3

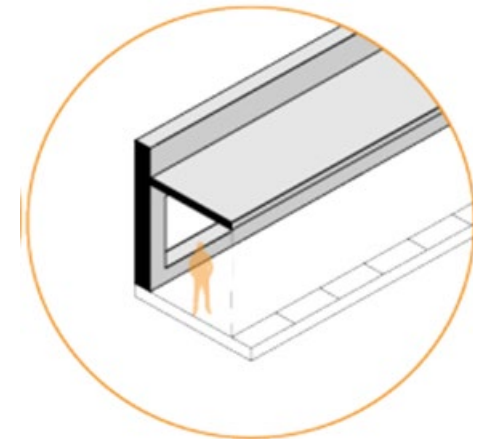


3.6m Median BRT Shelter (Narrow ROW)

- High density fibre cement panels.
- Options for architectural finish on panels.
- Recessed Linear LED lighting.
- Cantilevered design.

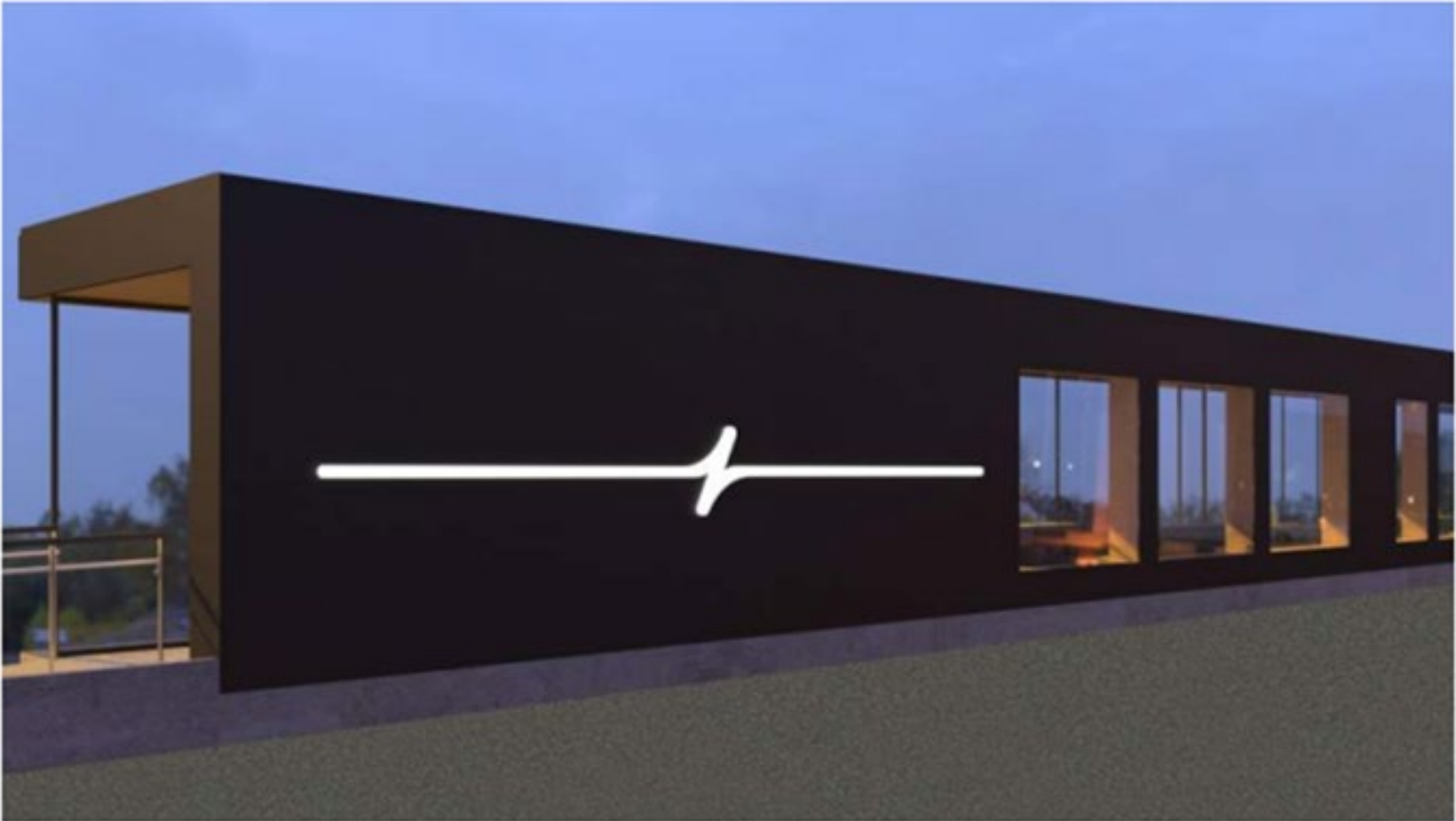


Options for Architectural Finish



Back of shelter option one

Design Option 1 – LED lit Pulse logo



Back of shelter option two

Design Option 2 – LED lit station name



Shelter Considerations

All shelters design options will have similar:

- Customer Experience - Metrolinx criteria is being followed
- Environmental Sustainability

Shelters will be evaluated utilizing the following criteria:

- Accessibility
- Maintenance
- Aesthetics
- Cost

TEC input and next steps



- Are there any elements of the proposed design options that you would like to provide input into?
- RTO and DRT will be seeking public input into the median shelter design online from March 7th to 25th.
- Based on input from TEC and the Public, we will be selecting a design to move forward.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3702



The Regional Municipality of Durham Report

To: Durham Region Transit Executive Committee
From: General Manager, Durham Region Transit
Report: #2022-DRT-03
Date: March 2, 2022

Subject:

General Manager's Report – March 2022

Recommendation:

That the Transit Executive Committee recommends

That this report be received for information.

Report:

1. Purpose

1.1 This report is submitted at each Transit Executive Committee (TEC), for information.

2. Background

2.1 The General Manager Report provides regular updates on key performance measures and summaries of current activities and transit issues in Attachment #1.

3. Previous Reports and Decisions

3.1 Not applicable

4. Financial

4.1 The General Manager's Report focuses mainly on performance and service standards. There are no financial impacts associated with TEC's receipt of this report.

5. Relationship to Strategic Plan

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Service Excellence

6. Conclusion

6.1 For additional information, contact: Bill Holmes, General Manager, at 905-668-7711, extension 3700.

7. Attachments

Attachment #1: General Manager's Report – March 2022

Respectfully submitted,

Original Signed by

Bill Holmes
General Manager, DRT

Recommended for Presentation to Committee

Original Signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



General Manager's Report

March 2, 2022

TEC

Attachment #1

Performance Measures Dashboard	<u>2</u>
Safety	<u>3</u>
Ridership	<u>4</u>
Service Delivery	<u>7</u>
Updates	<u>11</u>
General	<u>18</u>

Performance Measures Dashboard

Safety

Key performance indicator	Description	Latest Measure	Current	Target ¹	Current Variance to Target (per cent)	YTD Status ² (per cent)
Collisions	Number preventable collisions per 100,000 km	January	0.11	0.48	✓ -77.2	✓ -77.2

Ridership

Scheduled						
Ridership (x1,000)	Number passengers	January	329	230	✓ 43.3	✓ 43.3
PRESTO Ridership	Customers paying using PRESTO (per cent)	January	82.1	78.1	✓ 3.0	✓ 3.0
Bus full occurrences	Number operator reported occurrences	January	10 ³	14	NA	NA
Demand Responsive						
Ridership - Specialized	Number customer trips	January	4,401	3,352	✓ 24.3	✓ 24.3
Unaccommodated Rate - Specialized	Trip requests not scheduled (per cent)	January	0.7	0.2	⚠ 0.5	⚠ 0.5
Ridership – On Demand	Number customer trips	January	10,209	6,913	✓ 47.7	✓ 47.7

Service Delivery

Scheduled						
On time performance	On-time departures from all stops (per cent)	Service Period 5 ⁴	77.3	78.5	✗ -1.2	⚠ -1.0
Service availability	Scheduled service delivered (per cent)	Service Period 5 ⁴	98.6	98.8	⚠ -0.2	⚠ 0
Mean Distance Between Failure (MDBF)	Average number of revenue service kilometres between occurrences of vehicle defects impacting service (revenue service kilometers)	January	58,974		N/A	NA

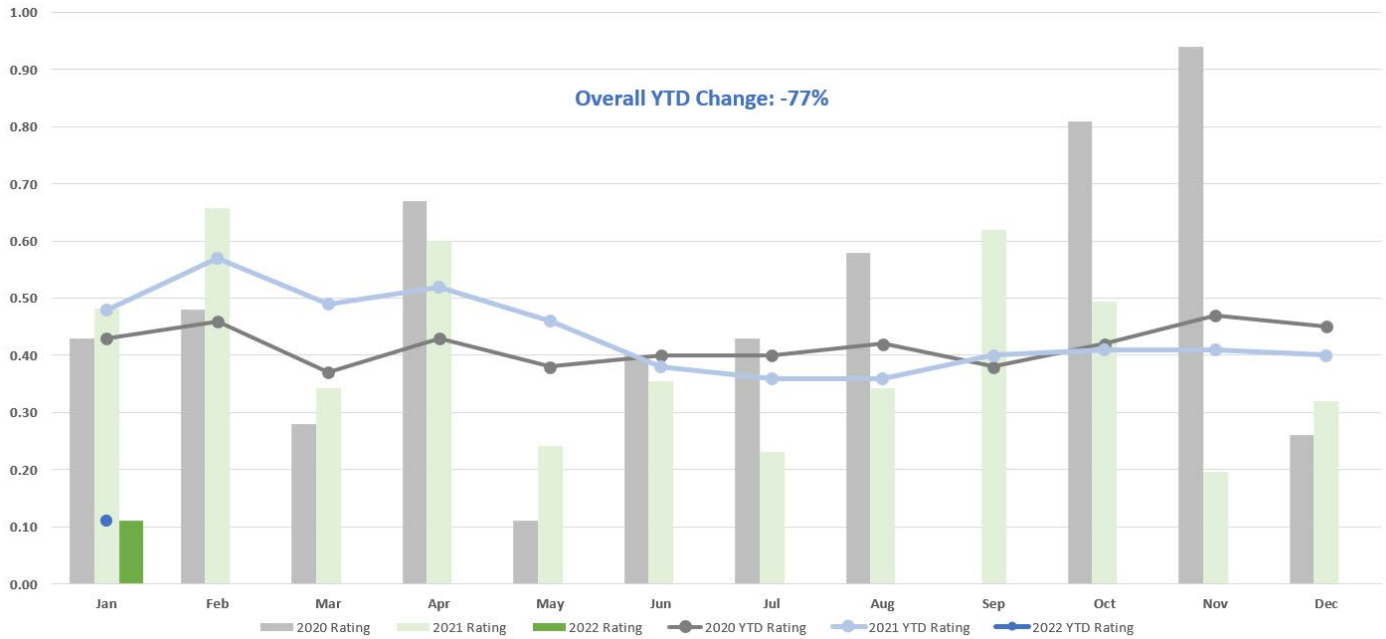
¹Target is 2020 measure for the same period

²Year to Date (YTD) compared to previous year

³Bus capacity limited to seated load, reduced ridership during pandemic

⁴Service Period 4: September 6, 2021 to January 5, 2021

Preventable collisions rate per 100,000 km



Definition: A preventable collision is one in which the driver failed to do everything reasonable to avoid the collision. The preventable collision rate is the number of preventable collisions per 100,000 kilometres of travel for all Durham Region Transit (DRT) vehicles.

A collision may not be reportable to police based on the Highway Traffic Act, but for DRT purposes all collisions are documented and investigated. DRT's objective is to reduce annual preventable collisions by ten per cent relative to the previous year.

Analysis

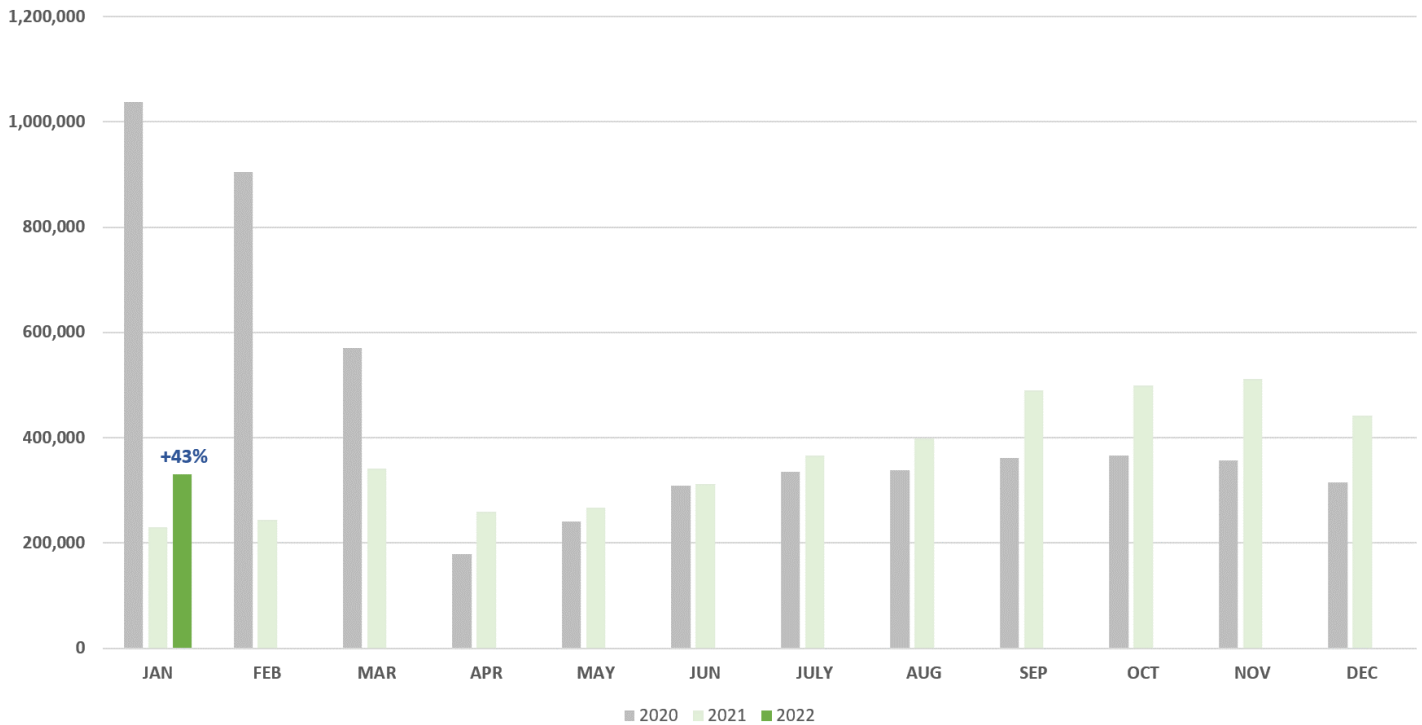
The January preventable collision rate was 0.11 per cent, well below the January 2021 rate of 0.48.

Action Plan

The Safety Coordinator was hired in January which will enable DRT to further investigate and implement programs and systems that reduce risks contributing to preventable collisions and further enhancing the safety of DRT services.

Ridership

Scheduled transit



Definition: Ridership is the sum of all passenger trips. A passenger trip is a one-way trip from origin to destination regardless of the number of transfers that may be required. Ridership data is calculated from fare box data and data from PRESTO, GO Bus One Fare Anywhere, and On Demand.

Results

January ridership was 43 per cent higher than 2021, and approximately 35 per cent of pre-pandemic (2019) ridership for the same period. Ridership recovery continued to be suppressed as a result of impacts from the COVID-19 omicron variant. Scheduled services accounts for 96 per cent of overall ridership.

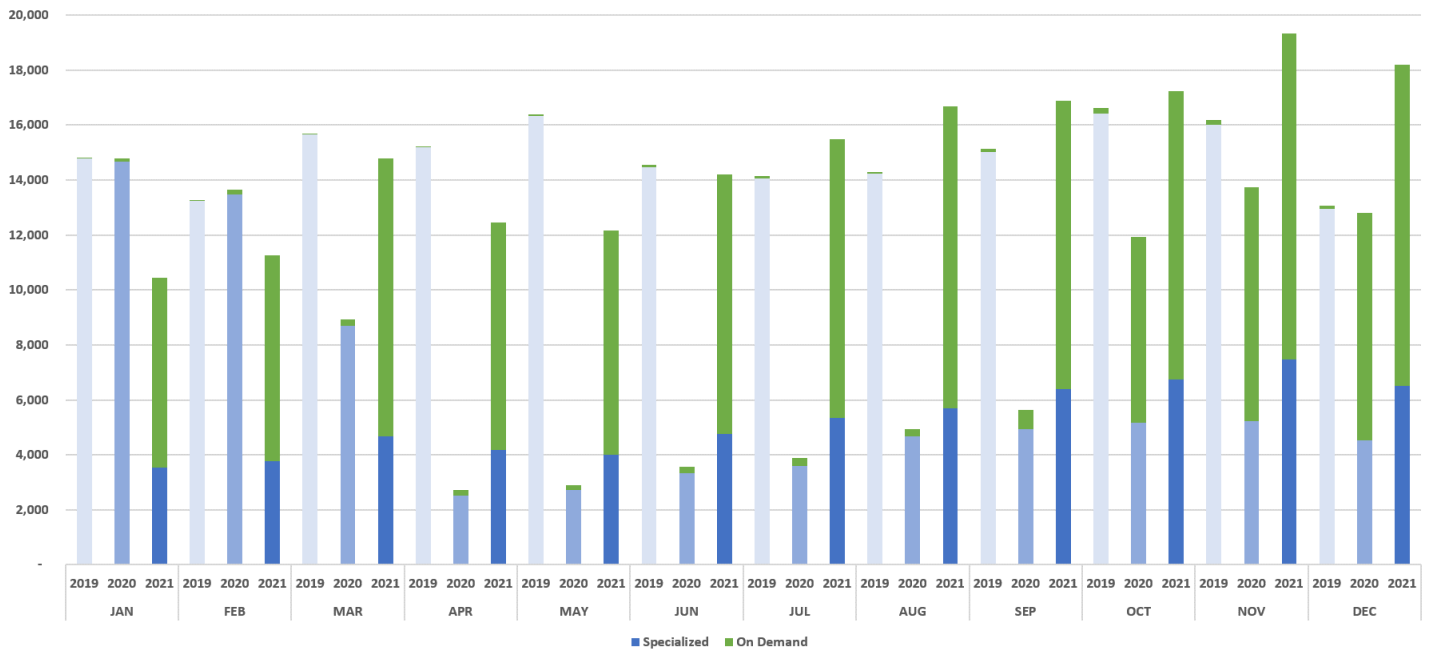
The percentage of January customers paying their fare using PRESTO improved to 82 per cent, while nine per cent of customers continued to pay using cash.

Action Plan

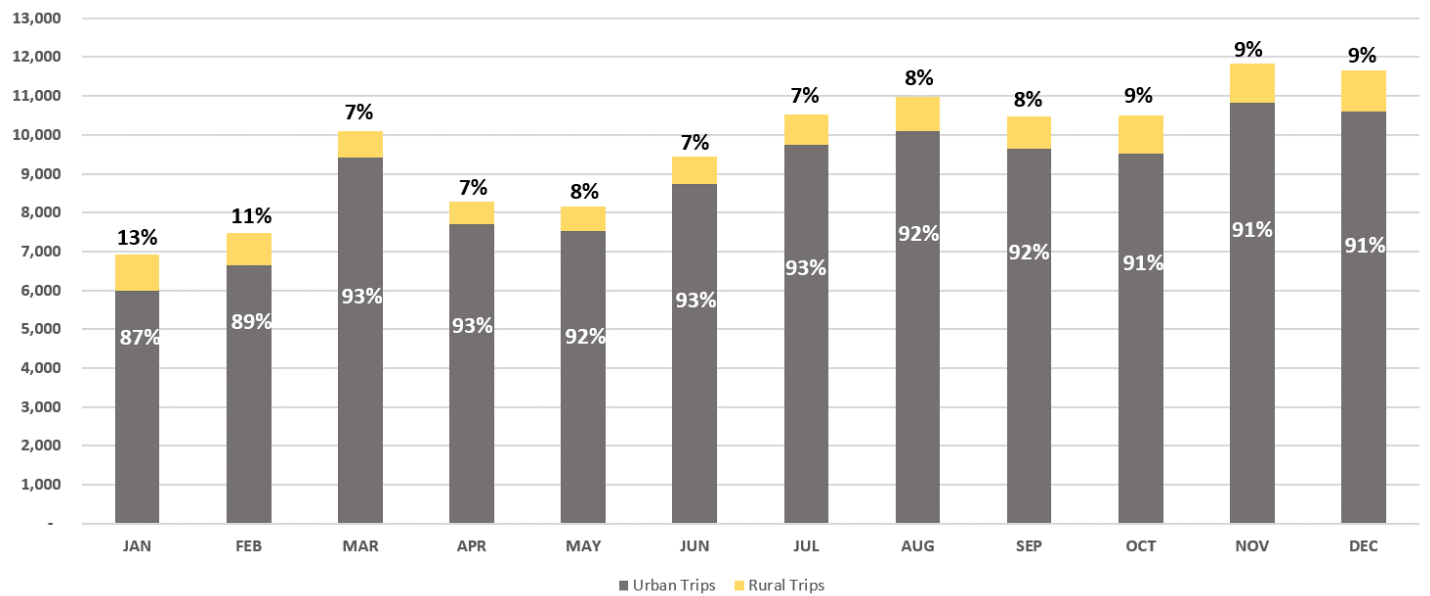
Service levels will increase as staff availability improves following the Omicron variant wave and public health measures evolve, supporting continued ridership recovery efforts during the spring and summer.

Demand Response Transit

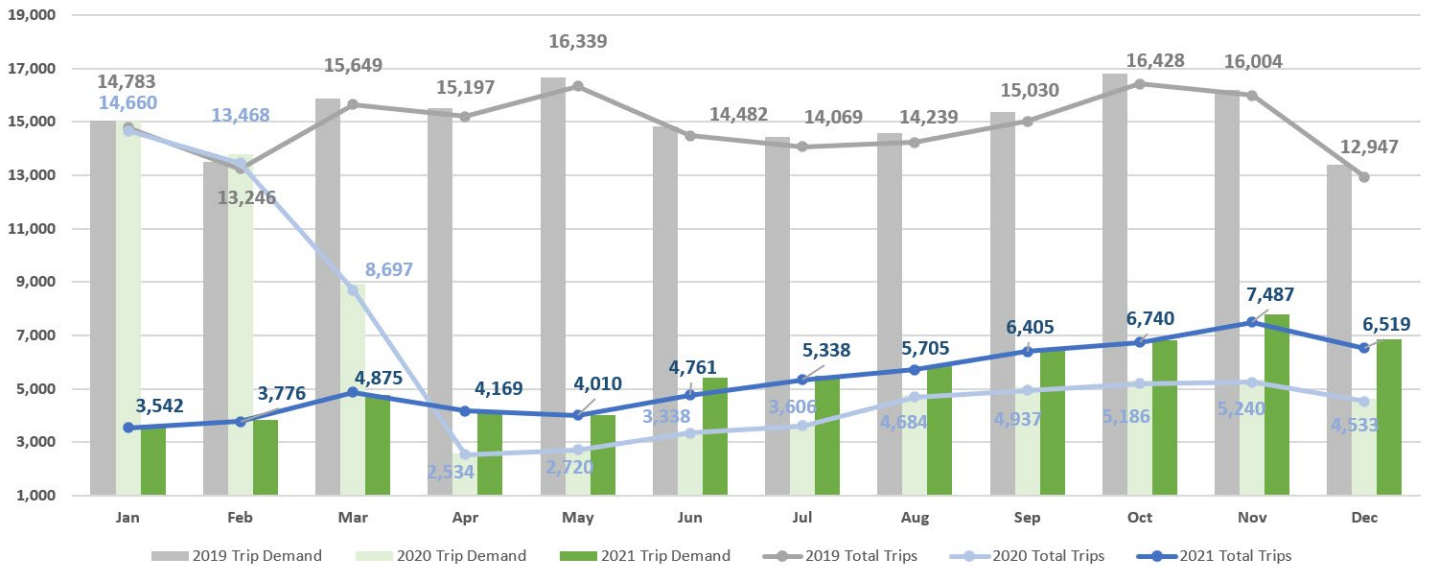
Demand Responsive Trips



On Demand Trips



Specialized Transit Trips



Definitions:

Ridership: A trip is considered a one-way passenger trip from origin to destination, regardless of the number of transfers that may be required.

Trip Demand (Specialized): Specialized transit trip demand is the sum of all trips delivered, no-shows and cancelled at the door, and unaccommodated trips.

Unaccommodated Rate (Specialized): An unaccommodated Specialized transit trip is one where DRT is unable to schedule a trip for the specific requirement requested by the customer, or the customer declined to accept the trip option provided by the booking agent.

Results

On Demand continues to experience strong ridership, delivering 10,209 trips in January, a 48 per cent improvement over January 2021. On Demand accounts for three per cent of overall ridership.

Specialized service ridership delivered 4,401 trips in January 2022, an improvement of 24 per cent compared to 2021. Specialized Services accounts for one per cent of ridership.

Slightly lower ridership levels on Specialized Services in January compared to the fall 2021 resulted in improved capacity and an unaccommodated rate of only 0.7 per cent.

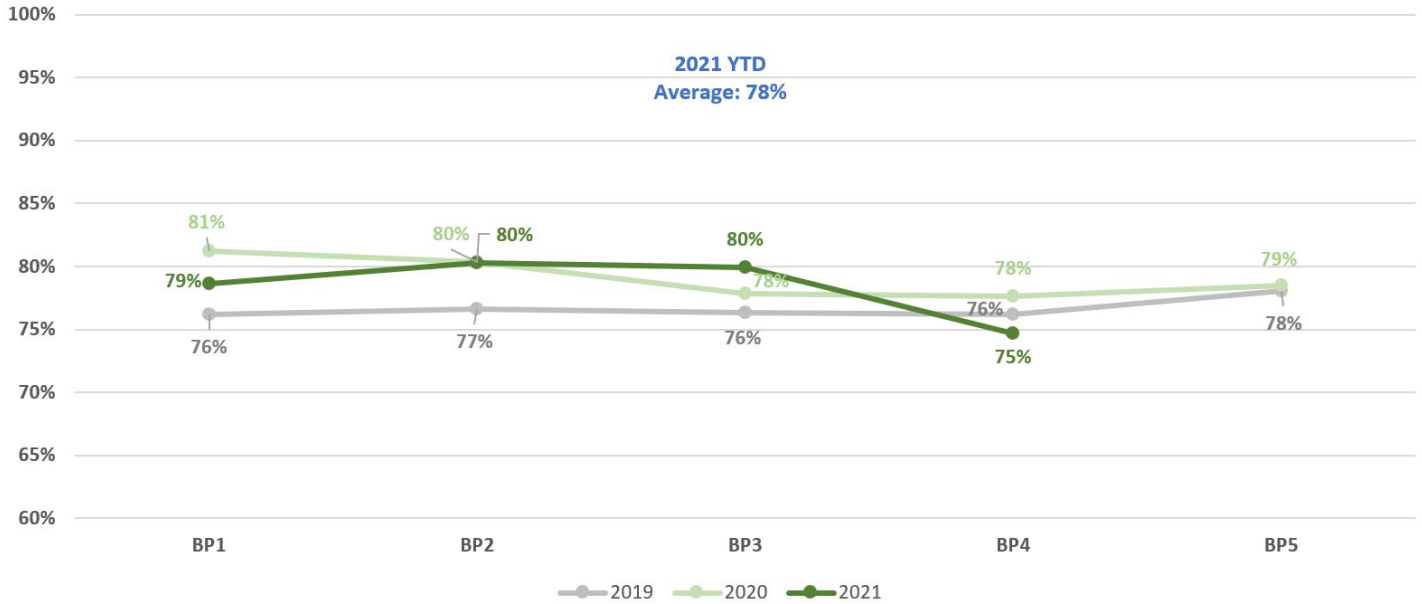
Action Plan

Staff continue to review ridership trends and the pandemic status to project service level and routing requirements. Operations continue to hire and train bus operators, including Specialized Services operators, to improve resource availability to match customer demands.

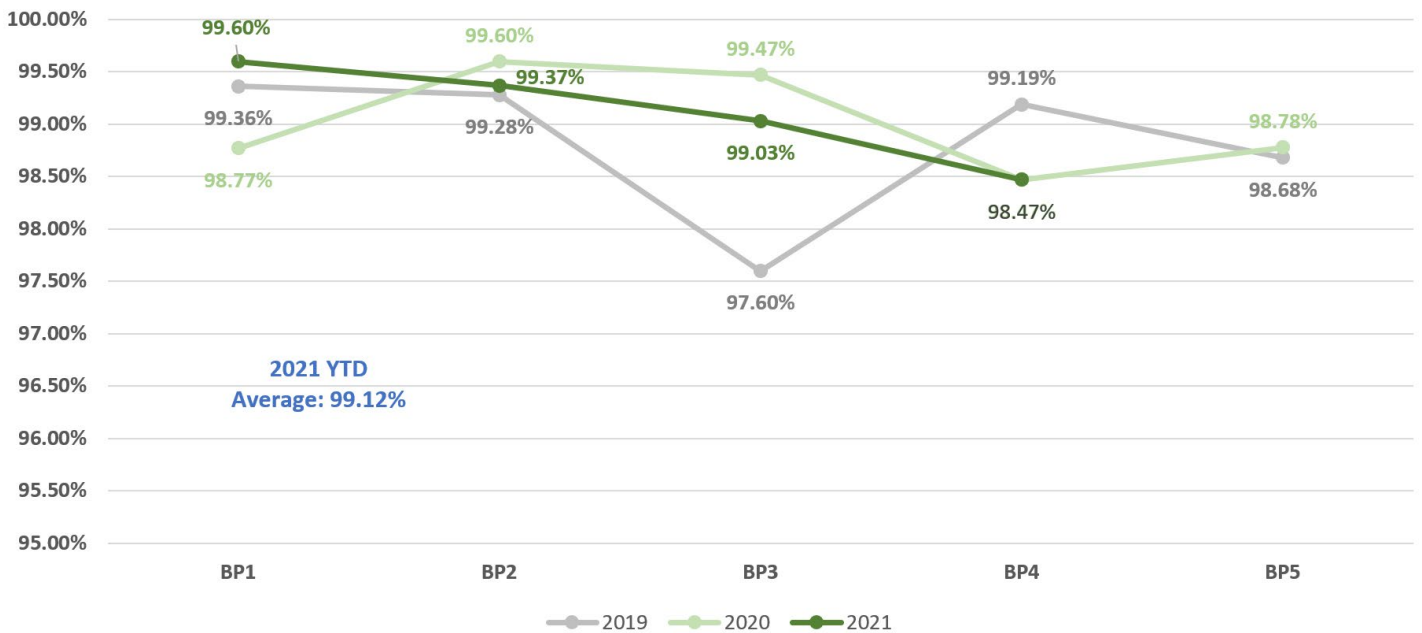
Service Delivery

On Time Performance and Availability (conventional)

2021 On-Time Performance



2021 Service Availability



Definition

On Time Performance (OTP) is a measure of the percentage of buses departing a bus stop no more than zero minutes early and five minutes late. The annual OTP target has increased to 80 per cent. OTP is reported for each service period.

Service availability measures the actual service delivered by DRT compared to the scheduled revenue service. The service availability target is 99.5 per cent. Service availability is reported for each service period.

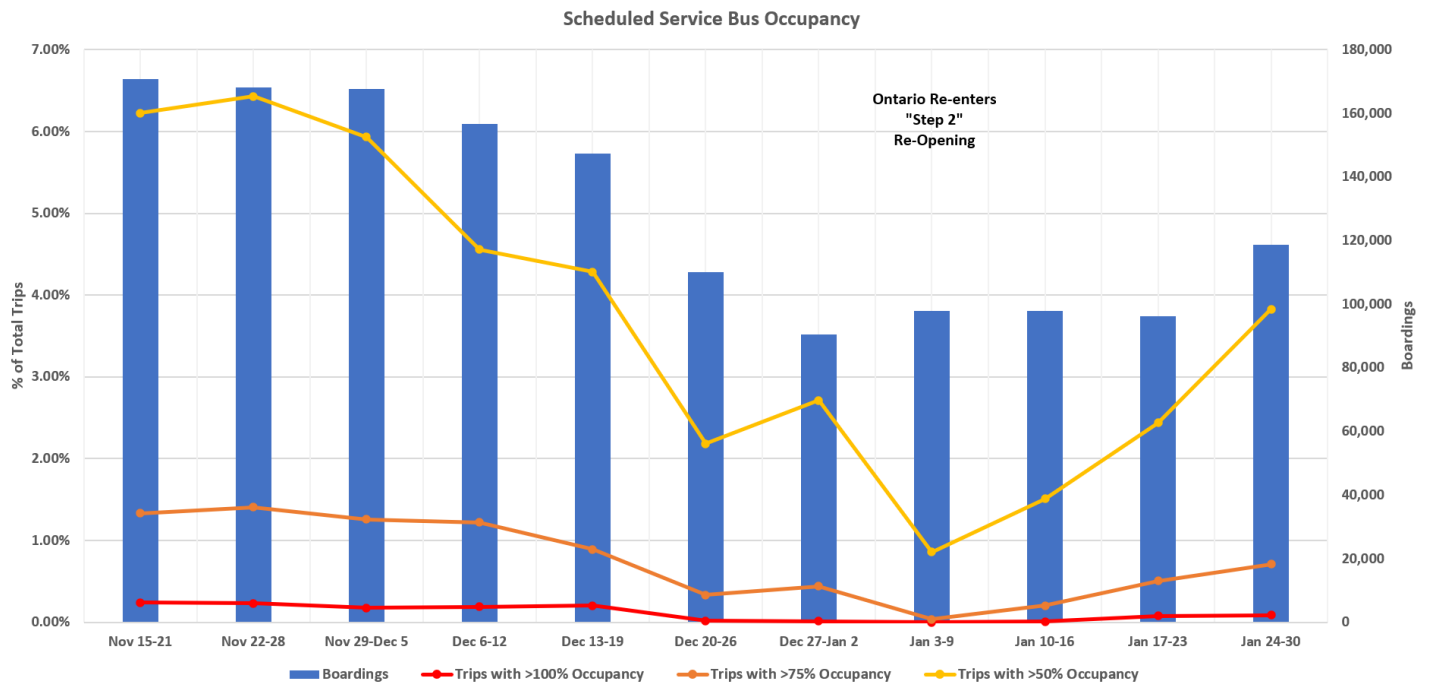
Results

On-Time Performance (OTP) and Service Availability data for Board Period 1 are not yet available.

Action Plan

Not applicable.

Scheduled Service Maximum Bus Occupancy



Definition

Maximum bus occupancy is a measure of the maximum number of riders on a scheduled service vehicle at any point of a trip, currently expressed as a percentage of the seated capacity. The data accounts for the differences in capacity for regular and articulated buses.

For planning purposes, maximum capacity is considered the vehicle seating capacity during the pandemic recovery period. There are no mandated/legislated bus passenger capacity limits and, at times, capacity on a trip may exceed the maximum seated capacity.

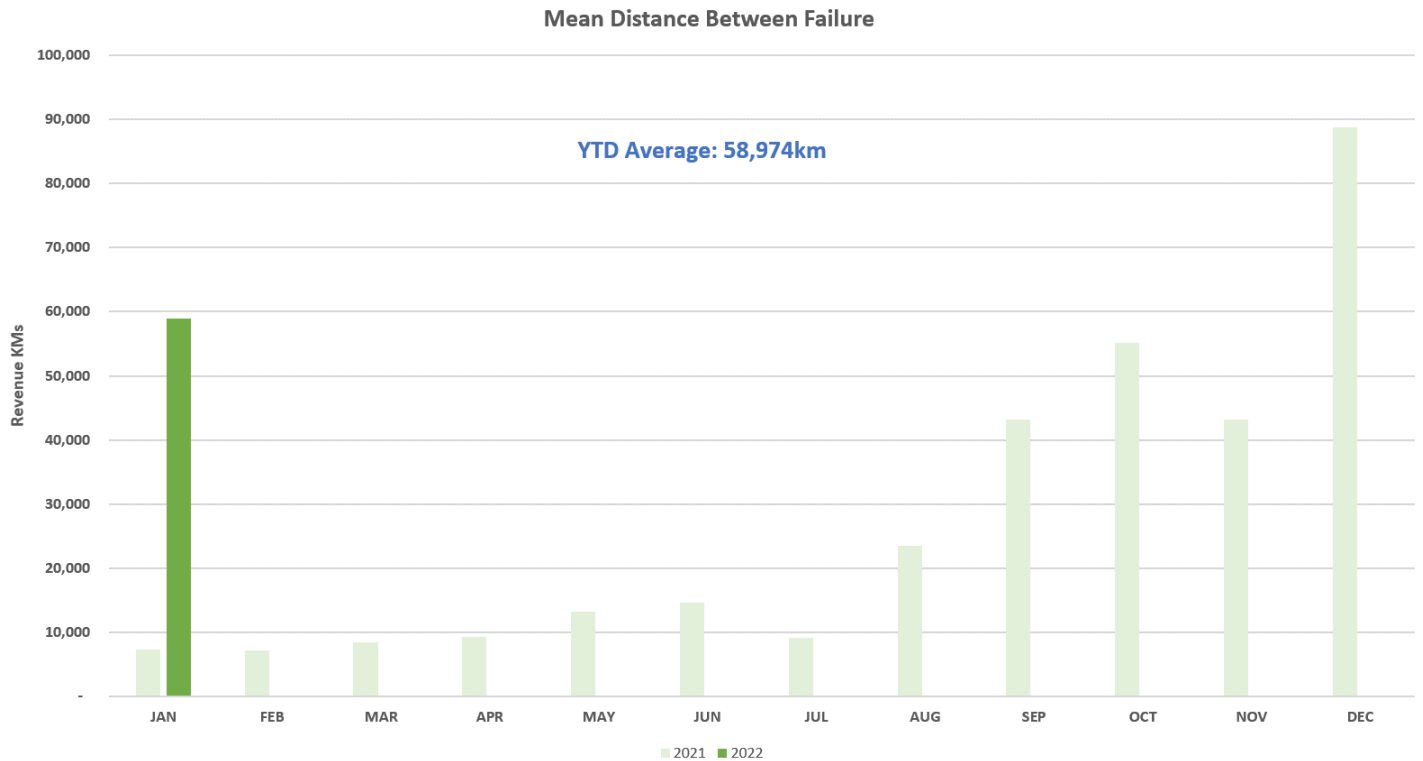
Results

During the last week of January (January 24-30, 2021), approximately 96 per cent of all trips were below 50 per cent of maximum occupancy, with less than one per cent of trips exceeding 75 per cent maximum occupancy.

Action Plan

The transit network continues to provide adequate capacity for current customer demand. DRT continues to monitor bus occupancy and implement operational controls to increase route capacity where appropriate. In response to the Omicron variant, current vehicle capacities will remain in effect until further notice.

Mean Distance Between Failure (conventional)



Definition

Mean Distance Between Failure (MDBF) measures the reliability of the fleet by tracking the mean distance between bus breakdowns or mechanical failures that result in cancelled or missed service. A bus breakdown or mechanical failure is any incident that precludes a revenue vehicle from completing its trip or beginning its next scheduled trip and is measured by the total number of revenue vehicle kilometers (conventional service fleet) divided by the total number of chargeable vehicle defects during the reporting period.

Chargeable vehicle defects (or chargeable mechanical failures) are consistent with guidelines from the Ontario Public Transit Association (OPTA) which does not consider failures resulting from passenger-related events (i.e., sickness on the bus), farebox or other technology defects such as PRESTO readers.

In consideration of MDBF outcomes in 2021, DRT has established the 2022 average MDBF target at 40,000 km. Moving forward, the objective is to realize an annual improvement in MDBF performance as a result of continuous enhancements to preventative maintenance practices.

Results

MDBF for January 2022 was 58,974 kilometers.

Action Plan

Not applicable

Updates

1. Service Updates March 7, 2022

The following service changes, effective March 7, 2022 enable the reinstatement of some temporarily suspended service and launch of new service based on demand. Operational concerns at Pickering Parkway Terminal are also addressed to alleviate congestion.

Pickering Parkway Terminal:

- Route 101/101A: To improve operations at the Pickering Parkway Terminal, layover will be shifted to Pickering Station. Trips will service touch and go stop B13 at Pickering Parkway Terminal.
- Route 291: Routing will be modified to operate to and from Pickering Station via Glenanna Road, Kingston Road, Liverpool Road, and Bayly Street. Routing in east Pickering will be modified to remove service from Bainbridge Drive and Marshcourt Drive.
- Route 917: To improve operations at the Pickering Parkway Terminal, the western terminus will move to Glenanna and The Esplanade. Eastbound trips will service stop B13 at Pickering Parkway Terminal.

Service Enhancement/Reinstatement:

- Route 103: A new eastbound trip will depart Pine Grove Avenue / Altona Road at 05:23
- Route 411: Temporary service reduction on Saturdays ends. Scheduled service between South Courtice and Oshawa Centre Terminal reinstated.
- Route 902: Temporary service reduction on Saturdays ends. Route 902B trips between Oshawa Centre and Highway 2 / Trulls Road reinstated, offering 15-minute headway between Oshawa Centre Terminal and Courtice.
- Route 915: Weekday evening (19:00 – 22:00), Saturday (10:00 – 18:00), and Sunday (10:00 – 18:00) service will operate every 15 minutes.

2. Service Integration

At their meeting on February 10, 2022, the Toronto Transit Commission (TTC) Board approved a status update report for Cross Boundary Service Integration ([12 Status -Update -- Cross-Boundary Service Integration.pdf \(azureedge.net\)](#))

As previously reported to TEC (2021-DRT-05, 2021-DRT-19, 2022-DRT-01), DRT staff has been working with Brampton Transit (BT), Mississauga Transit (MiWay), the TTC, and York Region Transit (YRT) since late 2020 to identify service integration opportunities to facilitate real change that will benefit customers travelling between Toronto and neighboring municipalities. This initiative is intended to provide more frequent service for customers who take bus routes on cross-boundary corridors, realize financial efficiencies to be reallocated in transit service to meet other system needs, and provide a blueprint for future service integration, including on specialized transit services.

Advancing service integration is a shared objective of transit agencies across the GTHA. The Cross-Boundary Service Integration Plan is designed to be introduced in a phased approach:

- Phase 1 MiWay and YRT to pilot “open door” service on the Burnhamthorpe and Dufferin North corridors with the TTC continuing service on the corridors. No change to operating or capital costs. “Open Door” means that customers can access 905 transit agency buses within the City of Toronto to travel locally.
- Phase 2 MiWay and YRT continue the “open door” service pilot and increase service levels to serve all customers, with the TTC reallocating service to other areas within Toronto. The 905 transit agencies will be compensated for incremental direct operating and capital costs incurred. On a combined basis, the cost to service the corridor will be lower, while improving current service levels for customers.
- Phase 3 Full rollout of “open door” service on all 24 cross-boundary routes operated by BT, DRT, MiWay and YRT, with the TTC to adjust service levels to match capacity with demand and reallocate service to other areas within Toronto.

A key principle of the plan is that it’s revenue-neutral, with the 905 transit agency incremental costs being offset. To implement the Cross-Boundary Service Integration Plan, there are several constraints that need to be addressed including:

- Addressing legislative restrictions to service integration requiring amendments to the City of Toronto Act
- Addressing TTC collective agreement contractual restrictions
- Implementing fare collection solution with PRESTO

The TTC Board will forward the Cross-Boundary Service Integration Plan to the Deputy Minister, Ministry of Transportation to inform of the current legislative barriers within the City of Toronto Act. The Board will then request the province to fund incremental capital and operating costs incurred by 905 transit agencies to implement service integration, and to fund PRESTO costs to develop a fare collection solution.

This Cross-Boundary Service Integration Plan continues to be considered at the Ministry of Transportation (MTO) Fare and Service Integration (FSI) table, which continues to advance fare and service integration opportunities within the Greater Golden Horseshoe region.

Information updates and reports, as applicable, will be presented to TEC as the Cross-Boundary Service Integration Plan and MTO FSI discussions advance.

3. Rapid Transit Projects

Durham Scarborough Bus Rapid Transit (DSBRT)

Through the Investing in Canada Infrastructure (ICIP) Program approved funding, 11 kilometres of dedicated median BRT lanes will be constructed through parts of Pickering, Ajax and the western limit of Whitby. Construction of the median BRT lanes through the pinch point segments of Pickering Village and Downtown Whitby are presently unfunded. However, the pinch point segments and part of the Oshawa sections are scheduled for minor improvements to improve transit priority through the installation of queue jumps as part of the approved ICIP funding.

Design work for the median BRT segments is largely underway. Property acquisition and detailed design work will continue into 2022, along with utility relocation work beginning through multiple segments of Pickering. The first segment of construction in Ajax between Harwood Avenue and Galea Drive is expected to be tendered late this year, followed by the first segment in Pickering between Dixie Road and Bainbridge Drive in early 2023.

The DSBRT Transit Project Assessment Process (TPAP) for the overall 36-kilometre project is scheduled to conclude at the end of March 2022 and is the approval required to construct the planned 11 kilometres of median BRT lanes funded through the ICIP program. The remaining 25 kilometres of dedicated BRT lanes, which includes 12 kilometres in Toronto and 13 kilometres in Durham Region, is currently unfunded. Once the TPAP is completed in late March, Metrolinx is expected to seek funding for the project from the province.

Simcoe RT The first step in advancing Rapid Transit options for the Simcoe Street corridor involves a Visioning Study to characterize the nature of this corridor and develop a vision for the corridor based on community engagement. This vision will help to inform the Initial Business Case, which is the first study to be completed in an Environmental Assessment. The RFP for the Visioning Study and Initial Business Case are scheduled to be released by the end of March and this work is expected to take 12-14 months to complete.

1. Zero Emission Transit Fund: Phase 2

On November 2, 2021, the Region of Durham submitted an Expression of Interest to Infrastructure Canada detailing DRT's interest in accessing capital funding under the Zero Emission Transit Fund (ZETF) to advance fleet transition to zero emission vehicles. Key to the submission was a description of work completed to date including DRT's zero emission fleet and facility feasibility study that was initiated in the summer of 2021. On January 27, 2022, the Region was informed that Infrastructure Canada had completed its review of the Expression of Interest and was inviting the Region to proceed to Stage 2 of the application process. As part of the same communication, the Region was advised that the Canada Infrastructure Bank (CIB) is also interested in the Region's zero emission fleet transition plans and will be in contact to discuss fit with the CIB's Zero Emission Buses initiative.

Access to both the ZETF grant funding and CIB financing could be a catalyst for DRT's transition to zero emission fuels, the plan for which will be brought forward to TEC in 2022. Under the ZETF, the maximum contribution for capital projects is up to 50 per cent of total eligible costs. ZETF funding will take into account the financing amount that is available through the CIB's Zero Emission Buses Initiative. Total combined Infrastructure Canada funding (through ZETF) and CIB financing cannot exceed 100 per cent of eligible costs. All expenses under the ZETF program must be claimed by fall 2025 at the latest.