



Transit Executive Committee Agenda

Council Chambers
Regional Headquarters Building
605 Rossland Road East, Whitby

Wednesday, November 6, 2019

1:30 PM

1. Declarations of Interest

2. Adoption of Minutes

- A) Durham Region Transit Executive Committee meeting
– [October 2, 2019](#)

Pages 3-7

3. Delegations

There are no delegations to be heard

4. Presentations

5. Correspondence

6. Reports

- A) Acting General Manager's Report – November 2019
([2019-DRT-19](#))

Pages 8-18

- B) Investing in Canada Infrastructure Program – Public
Transit Stream Funding Submissions ([2019-DRT-20](#))

Pages 19-25

- C) Durham-Scarborough Bus Rapid Transit - Update
([2019-DRT-21](#))

Pages 26-29

7. Advisory Committee

8. Confidential Matters

- A) Confidential Report of the Chief Administrative Officer –
Personal Matters about an Identifiable Individual with
Respect to an Employment Contract (2019-DRT-22)

Under Separate Cover

9. Other Business

10. Date of Next Meeting

Wednesday, December 4, 2019 at 1:30 PM

11. Adjournment

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The Regional Municipality of Durham

MINUTES

DURHAM REGION TRANSIT EXECUTIVE COMMITTEE

Wednesday, October 2, 2019

A regular meeting of the Durham Region Transit Executive Committee was held on Wednesday, October 2, 2019 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 1:32 PM

Present: Commissioner Collier, Chair
Commissioner Barton, Vice-Chair
Commissioner Carter
Commissioner Drew
Commissioner Mulcahy
Regional Chair Henry

Absent: Commissioner Anderson
Commissioner Bath-Hadden
Commissioner Pickles

Staff

Present: E. Baxter-Trahair, Chief Administrative Officer
W. Holmes, Acting General Manager, Durham Region Transit
J. Austin, Deputy General Manager, Business Services, Durham Region Transit
R. Inacio, Systems Support Specialist, Corporate Services – IT
A. Naeem, Solicitor, Corporate Services – Legal
C. Norris, Manager, Customer Experience, Durham Region Transit
S. Pollock, Coordinator Communications, Durham Region Transit
C. Tennisco, Committee Clerk, Corporate Services – Legislative Services

1. Declarations of Interest

There were no declarations of interest.

2. Adoption of Minutes

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(44) That the minutes of the Regular Transit Executive Committee meeting held on June 5, 2019, as amended, be adopted.
CARRIED AS AMENDED

Chair Collier asked that the June 5, 2019 Transit Executive Committee minutes be amended to reflect that he was absent on municipal business, as he was attending the Great Lakes and St. Lawrence City Initiatives annual meeting.

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(45) That the minutes of the following meetings be adopted:

- Emergency Transit Executive Committee meeting held on July 11, 2019;
- Closed Emergency Transit Executive Committee meeting held on July 11, 2019.

CARRIED

3. Delegations

There were no delegations to be heard.

4. Presentations

There were no presentations to be heard.

5. Correspondence

There were no correspondence items to be considered.

6. Reports

A) Acting General Manager's Report – October 2019 (2019-DRT-15)

Report #2019-DRT-15 from W. Holmes, Acting General Manager, Durham Region Transit, was received.

W. Holmes responded to questions regarding the key performance indicators including the targets for the preventable collisions and the new 2019 benchmark to be used for the years 2020 and beyond; the On Demand ridership Year-to-Date (YTD) status; and what measures DRT is proactively taking to reduce the transfer challenges being experienced by Specialized Services customers travelling between Durham and Toronto, specifically at Altona Road and the McDonald's Restaurant in the City of Pickering

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(46) That Report #2019-DRT-15 of the Acting General Manager, Durham Region Transit, be received for information.

CARRIED

B) Update on DRT Kids Ride Free Incentive Pilot Program (2019-DRT-16)

Report #2019-DRT-16 from W. Holmes, Acting General Manager, Durham Region Transit, was received. J. Austin responded to questions regarding the Kids Ride Free incentive pilot program and the estimated fare revenue impact of \$42,000; whether the increase in the Adult ridership during the summer was linked to the Program; and how the Program effected the "other" DRT fare categories.

Discussion followed on the long-term investment initiatives resulting from the Program in terms of setting future transit habits and behaviours; improving the health and well being of Durham Region residents; and the need to expand the inclusiveness of our Priority Neighbourhood residents.

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(47) That the Acting General Manager of Durham Region Transit, be authorized to:

- A) Seek pre-budget approval to extend DRT's Kids Ride Free fare incentive pilot program for children 12 years of age and younger through the end of March 2020, with an estimated fare revenue impact of \$42,000;
- B) Remove the requirement for children riding free to be accompanied by a fare paying customer allowing all children 12 years of age and younger to ride transit free of charge effective January 1, 2020;
- C) Suspend Child ticket and pass sales, PRESTO Child fares and the Ride-to-Read program for the duration of the Kids Ride Free fare incentive pilot program;
- D) Report back through the 2020 budget process, in collaboration with the Finance Department, on Kids Ride Free uptake, including ridership and revenue impacts, and the potential for extending the pilot program to March 31, 2021; and
- E) Forward a similar report to the Finance and Administration Committee meeting on October 8, 2019.

CARRIED

This matter will be considered by the Finance & Administration Committee on October 8, 2019 and presented to Regional Council on October 23, 2019.

- C) Durham Region Transit Budget Status Report to August 31, 2019 and Full Year Forecast (2019-DRT-17)

Report #2019-DRT-17 from N. Taylor, Treasurer, Durham Region Transit, was received.

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(48) That Report #2019-DRT-17 of the Treasurer, Durham Region Transit, be received for information.

CARRIED

- D) Metrolinx Extension of Maintenance Support Agreement for PRESTO Equipment (2019-DRT-18)

Report #2019-DRT-18 from W. Holmes, Acting General Manager, Durham Region Transit, was received.

Moved by Commissioner Carter, Seconded by Commissioner Barton,
(49) That Report #2019-DRT-18 of the Acting General Manager, Durham Region Transit, be received for information.

CARRIED

7. Advisory Committees

7.1 Durham Region Transit Advisory Committee Minutes

Moved by Commissioner Mulcahy, Seconded by Commissioner Drew,
(50) That the minutes of the following meetings be received for information:

- Transit Advisory Committee meeting held on May 21, 2019; and
- Transit Advisory Committee meeting held on September 17, 2019.

CARRIED

7.2 Durham Region Transit Advisory Committee Resolution

A) Appointment to TAC of Two Members at Large

Moved by Commissioner Carter, Seconded by Commissioner Drew,
(51) That the Transit Advisory Committee (TAC) recommends to the Transit Executive Committee:

That Kayla Ginter and Jordan Hollingsworth be appointed by the Transit Executive Committee as the two Member at Large positions on the Transit Advisory Committee for the term of Council.

CARRIED

8. Confidential Matters

There were no confidential matters to be considered.

9. Other Business

9.1 Anti-idling Policy for Durham Region Transit Buses

Chair Collier provided an update on the Town of Ajax's Anti-Idling by-law. W. Holmes advised that Staff have reviewed the anti-idling by-laws of the five (5) local area municipalities; and noted the variability in the permitted idling times and upper and lower temperature limits. For operational purposes, DRT adopts the most stringent idling by-law requirements from the various by-laws to ensure compliance and consistency throughout the Region. Municipalities are responsible for enforcement of their idling by-law.

9.2 Opioid Overdose Health Care Epidemic

Concerns were raised regarding the Opioid overdose emergency crisis in Ontario. Discussion followed regarding the opportunities that exists for municipal responders to be trained in providing Naloxone kits; and whether Staff has discussed the possibility of DRT road supervisors being trained in recognizing an overdose and the administering/distributing of Naloxone kits. W. Holmes advised that some agencies have issued Naloxone kits to Special Constables and provided the appropriate training; and that Staff will take the matter under advisement.

9.3 Transit Assistance Program (TAP) Pilot

A question was raised regarding when the Transit Assistance Program (TAP) Pilot will become effective. W. Holmes advised November 1, 2019.

9.4 Durham Region Transit's Marketing Material "2-for-1 Youth Pass" is back!" Pamphlet

A package containing Durham Region Transit's marketing materials for the various promotions including the "On Demand" service, "2-for-1 Youth Pass" and the "Y10 Pass" was provided to the members in attendance.

10. Date of Next Meeting

The next regularly scheduled Durham Region Transit Executive Committee meeting will be held on Wednesday, November 6, 2019 at 1:30 PM in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby.

11. Adjournment

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

CARRIED

The meeting adjourned at 1:47 PM

Respectfully submitted,

S. Collier, Chair

Committee Clerk

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



Durham Region Transit Report

To: Durham Region Transit Executive Committee
From: General Manager, Durham Region Transit
Report: [#2019-DRT-19](#)
Date: November 6, 2019

Subject:

Acting General Manager's Report – November 2019

Recommendation:

That the Durham Region 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. Financial

- 3.1 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.

4. Attachment

Attachment #1: Acting General Manager's Report – November 2019

Respectfully submitted,

Original signed by

Bill Holmes
Acting General Manager, DRT

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



Acting General Manager

November 6, 2019

TEC

Attachment #1

Performance Measures Dashboard	2
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Performance Measures Dashboard

Safety

Key performance indicator	Description	Latest Measure	Current	Target ¹	YTD Status ²
Collisions	Preventable collisions per 100,000 km	September	0.52	0.46	12 percent

Ridership

Key performance indicator	Description	Latest Measure	Current	Target ¹	YTD Status ²
Conventional					
Ridership	Monthly passengers	September	1.13 M	1.03 M	2.8 percent
PRESTO Ridership	Customers paying using PRESTO	September	35.1 percent	31.0 percent	12.3 percent
Bus full occurrences	Number operator reported occurrences	September	630	827	Not previously reported
On Demand (OD) and Specialized Services (SS)					
Ridership (OD)	Number customer trips	September	113	23	390 percent ⁴
Ridership (SS)	Number customer trips	September	15,180	14,352	-0.5 percent
Trip Demand (SS)	Total of trips delivered, no show or cancelled at door, unaccommodated	September	15,527	14,652	-1 percent
Unaccommodated Rate (SS)	Trip requests not scheduled	September	0.8 percent	0.8 percent	-27 percent

Service Delivery

Key performance indicator	Description	Latest Measure	Current	Target ¹	YTD Status ²
On time performance	Percent on-time departures from all stops	September	76 percent	70 percent ³	76 percent ⁴
Service availability	Percent scheduled service delivered	September	98.0 percent	99.5 percent ³	98.7 percent ⁴

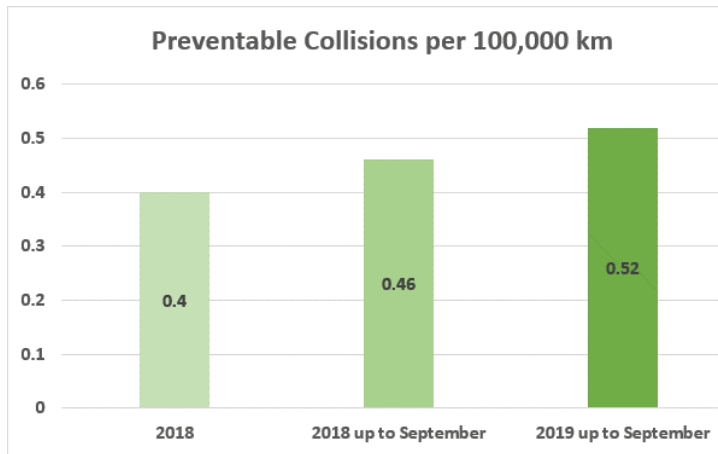
¹Target is 2018 measure for the same period as latest measure

²Year to Date compared to previous year

³Represents annual target, not previously monitored and reported monthly prior year

⁴Current YTD status, not previously monitored and reported monthly prior year

Preventable Collisions per 100,000 km



Action Plan

In consultation with the Joint Health & Safety Committees we are evaluating the root causes of incidents that have occurred on DRT property to identify and implement appropriate mitigation measures.

Definition: A preventable collision is one in which the driver failed to do everything reasonable to avoid it. A collision may not be reportable to police based on the Highway Traffic Act, but for DRT purposes all collisions are documented and investigated.

Analysis

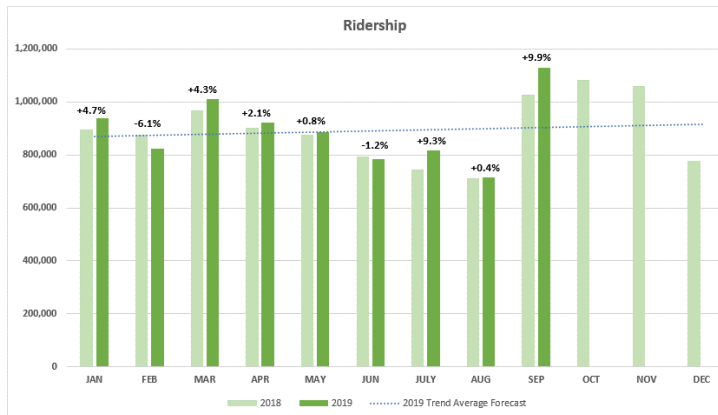
The increase in preventable collision data in 2019 is a result of an enhanced investigation process and utilization of data from the expansion of the on-board surveillance system throughout the bus fleet.

As noted in the October report, DRT maintains a high standard and expects all drivers to do everything reasonable to prevent collisions. Considering only on-street preventable collisions, DRT's year-to-date preventable collision rate (0.42 collisions per 100,000 km) has declined 2.2 per cent compared to the same period in 2018.

The Safety & Training group at DRT has identified an increase in reported on-site preventable collisions in 2019.

Ridership

Conventional



Action Plan

Additional analysis of ridership will be undertaken to inform ridership and revenue projections for the 2020 budget.

Definition

Ridership: Sum of all passenger trips. A passenger trip is considered 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

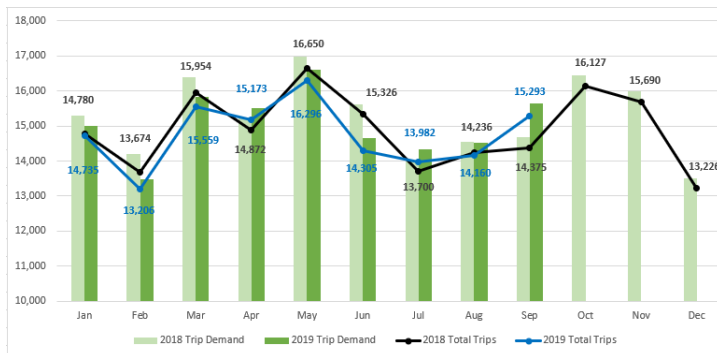
The positive ridership trend continued with a 2.8 per cent increase through September 2019.

In September 2019 alone ridership increased ten per cent compared to last year, a monthly increase not experienced in several years. Growth in ridership is not restricted to any one age group, with increases recorded across all fare categories (adult, youth, senior).

PRESTO Pass and E-Purse continue to improve and are up 58 per cent and 9.9 per cent over last year, respectively. These increases were supported by the Y10 and 2-4-1 Summer Youth incentive programs and the continued adoption of PRESTO by regular transit customers as they move away from cash, paper pass and tickets.

September 2019 ridership exceeded budget by 8.0 per cent, and year to date ridership exceeds budget by 3.2 per cent.

On Demand / Specialized Services



Definitions:

Ridership: A Specialized Services trip is considered a one-way passenger trip from origin to destination, regardless of the number of transfers that may be required. Ridership data is calculated from the scheduling system used by DRT Specialized Services.

Trip Demand: Trip demand is the sum of all trips delivered, no-shows at the door, and unaccommodated trips.

Unaccommodated Rate: An unaccommodated trip is one where DRT is unable to provide a trip for the specific requirements of the customers, or the customer declined to accept the trip option provided by the booking agent.

Results

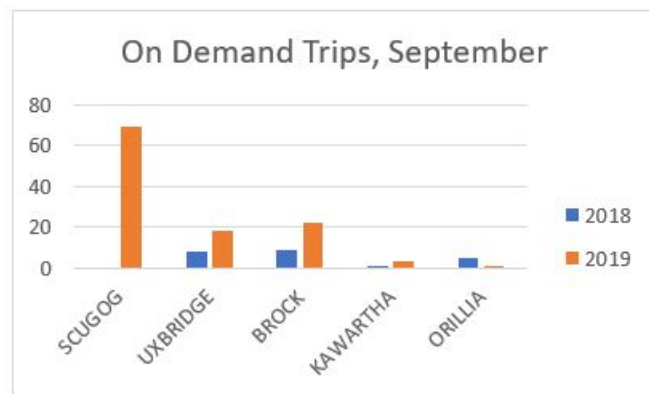
The number of trips delivered in September by Specialized Services increased by 5.8 per cent compared to 2018, contributing to a year-to-date ridership only 0.5 per cent lower than last year. The success in September was supported by an increase in trips delivered by DRT staff, up 15 per cent over last year. We have enhanced recruitment efforts over the past year which has resulted in improved staff availability.

Trip Demand increased comparably with ridership, up 6.0 per cent in September. The 27 per cent improvement in the unaccommodated rate was another positive outcome from improve availability of staff.

Four significant changes were made to enhance access to On Demand service in northern municipalities.

- Expanded service to Brock
- Reduced booking window to four hours
- Extended service to seven days a week
- Implemented curb to curb trips when scheduled service not available

These enhancements resulted in a 390 per cent increase in On Demand trips delivered in September.

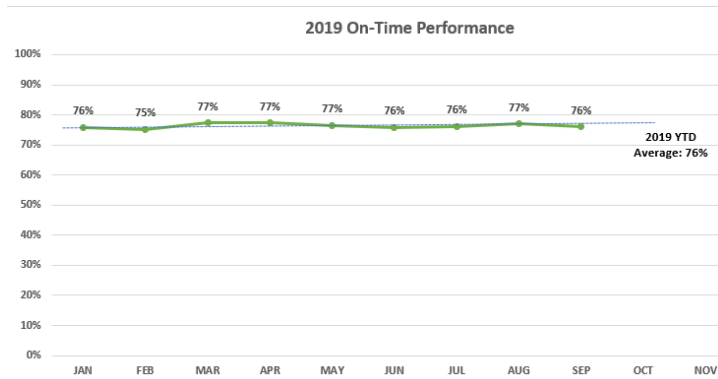


Action Plan

Staff continue to communicate and promote On Demand services throughout the rural municipalities and expect that the current Rural Review project will influence further enhancements and access to transit throughout the rural areas of the Region.

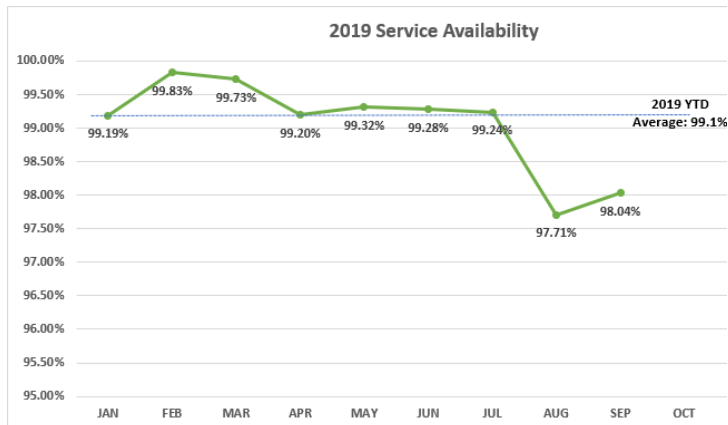
Service Delivery

On Time Performance & Availability (conventional)



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 is 70 per cent.



Service availability measures the actual service delivered by DRT compared to the scheduled revenue service.

Results

OTP through September continues to be consistently in the 76-77 per cent range, exceeding the 70 per cent target.

Service availability improved in September because of increased availability of operator resources attributed to the enhanced recruitment activities. Gains from improved resource availability were partially offset by cancelled service due to impacts from increased traffic congestion experienced in September.

Action Plan

OTP: Operations continue to investigate systemic and operational issues to improve OTP and reliability for customers.

Availability: DRT Transit Control use a variety of active service management actions to mitigate impacts to customers when scheduled service is disrupted. Transit Control are reviewing current procedures and actions to ensure consistency, and reviewing industry best practices to mitigate service impacts from unplanned service disruptions.

Staff are also collaborating to enhance data inputs and reporting to better quantify specific factors disrupting service.

Annual service availability for 2019 is expected to continue to improve during the last quarter of the year and approach the target of 99.5 per cent.

Updates

Improving Access

1. Y10 Your Fare Incentive

Following the successful launch of the Y10 youth incentive many youth customers seem to have not been aware of the Y10 program and purchased regular youth period passes for September. For customers who purchased a regular youth September pass, the opportunity to purchase the Y10 pass was extended to October. Although rebates are not available for the regular September youth period pass, these youth customers will be able to take advantage of the discounted fare for the remainder of the school year when they purchase their Y10 pass each month through June. An additional 169 new Y10 passes were sold in October for a total of 568 overall.

2. Transit Assistant Program (TAP) Update

Staff were very active in October collaborating with Durham Region Social Services to prepare for the launch of the TAP pilot on November 1, 2019. Several information sessions were delivered at Ontario Works and Ontario Disability Support Program (ODSP) offices to familiarize staff with the benefits to their clients and how the program is expected to work.

A PRESTO sales terminal has been installed at the Ontario Works office at 200 John Street in Oshawa, and DRT staff will be on-site over the last two weeks of October for training purposes and to support initial distribution and loading of PRESTO cards. Due to limited availability of PRESTO sales terminals at DRT and to ensure that ODSP clients continue to access reduced cost transit options and to ease the transition to TAP, the current paper Access Pass will continue to be made available into 2020. ODSP clients will have the option of continuing to purchase the Access Pass or switch to TAP by visiting a DRT PRESTO point of sale.

Infrastructure

1. PRESTO Device Refresh

Staff have been actively working with PRESTO on the design and installation requirements for the next generation PRESTO devices to be installed on buses and at DRT sales terminals. The replacement program is planned to begin in December 2019 starting with three test buses. The remainder of the devices are planned to be replaced before September 2020.

The current PRESTO devices are at end of life, and the next-generation devices support PRESTO's modernization plan including the ability to integrate fare products and provide pricing variations such as time of day, and the much anticipated open payment.

2. Surveillance System on DRT Vehicles – Update

Installation of the surveillance system on DRT vehicles is approximately 75 per cent complete, with the full fleet implementation expected in November 2019.

Further to our Memorandum of Understanding (MOU), work continues with Durham Region Police Services (DRPS) to install terminals at DRPS locations that will enable authorized DRPS officers to directly access DRT surveillance system recordings for investigative purposes.

3. Articulated Bus Hoist

In preparation for the delivery of the first articulated buses, members of Maintenance and the Work's Design, Construction and Asset Management team have researched and identified the required heavy-duty in-ground lifting hoist. The construction project is scheduled to take about six months from start to finish and will provide the Maintenance staff with a safe, reliable tool to maintain the new fleet.

Continuous Improvement

1. Rural Review Update

Throughout October staff continued to advance the project reviewing current and best practices in providing effective public transit service models and systems for low demand areas throughout the Region.

In addition to investigating industry best practices and systems, staff have been busy encouraging residents to participate in this transit service review. It is important that we listen to current customers to understand how to improve their experience, but it is crucial to hear from residents and other stakeholders who don't use public transit to understand their barriers to using public transit service.

Staff presented to Councils in Uxbridge, Port Perry, Brock and Clarington, providing an overview of the project and stressing the need for resident engagement. Further steps are being actioned in October and early November to ensure effective public engagement during the planned focus group sessions in each of the rural municipalities.

2. New Key Performance Indicator (KPI)

The Maintenance department are developing a new key performance indicator – Mean Distance Between Failure (MDBF). Staff have been participating in a working committee consisting of partnering transit agencies and the Ontario Public Transit Association (OPTA), to develop consistent measurement and reporting for this new KPI. Standard definitions and a comprehensive reference list were created for presentation to the Canadian Urban Transit Association (CUTA) as a guide to assist transit agencies nationally on reporting MDBF.

DRT's MDBF project team begin meeting in October to implement the KPI, including defining goals and creating objectives to further enhance maintenance procedures. Reporting of this KPI will be included in this regular report and to CUTA beginning in 2020.

General

1. DRT Bus Operator Career Fair

In collaboration with the Talent and Acquisition group from Human Resources, a Career Fair was hosted in the upper galleria at Regional Headquarters on October 19, 2019. The highly successful event attracted over 650 people interested to learn more about a career with DRT. The career fair was supported by various staff including bus operators, supervisors, customer service representatives, and mechanics and service persons, who shared and discussed their work experiences at DRT. Dedicated staff from Human Resources were on-hand to support over 100 participants in completing the initial testing required to become a bus operator, while taking reservations for the next round of initial testing to occur later this year.

2. Enhancing recruitment and safety

In 2018 a significant number of bus operator trainees did not pass the Ministry of Transportation driving test during their training period, and the number of new operator graduates did not keep pace with attrition.

In collaboration with Human Resources, staff implemented a new evaluation tool as part of the bus operator and maintenance staff recruitment process that will enhance trainee success during the training program and improve their safe driving performance. The comprehensive driver risk assessment system measures candidates' cognitive abilities specific to driving public transit vehicles.

- reaction time
- field of vision
- short term memory
- ability to multi task
- spatial judgment

This new tool has been implemented to support recruitment for the new operator training class scheduled for January 2020.

3. Another 'A' Rating for DRT Maintenance

On October 18 the Ministry of Transportation (MTO) visited DRT maintenance to perform a regular site inspection. DRT must maintain a minimum standard, as regulated by the province, to retain the vehicle inspection station license. The MTO officer performing the inspection checked historical and current work orders, select a few random buses to inspect for mechanical fitness, and ensured all emergency related equipment is functioning properly. Given our robust preventative maintenance program, dedication of the maintenance staff and the effective record management program, the inspection was a success and our 'A' rating remained in tact.

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



Durham Region Transit Report

To: Durham Region Transit Executive Committee
From: General Manager, Durham Region Transit
Report: [#2019-DRT-20](#)
Date: November 6, 2019

Subject:

Investing in Canada Infrastructure Program – Public Transit Stream Funding Submissions

Recommendation:

That the Durham Region Transit Executive Committee recommends:

That this report be received for information.

Report:

1. Purpose

- 1.1 The purpose of this report is to provide an update on funding applications submitted by the Region and Durham Region Transit (DRT) under the Investing in Canada Infrastructure Program – Public Transit Stream (ICIP).

2. Background

- 2.1 On July 22, 2019 the application window for the Public Transit Stream of ICIP opened for Greater Toronto and Hamilton Area municipalities with a deadline for submissions of October 24, 2019. It is noted that applications will be accepted through multiple program intakes, but it is unknown when future intakes will take place.
- 2.2 Eligible ICIP projects will be cost shared at a rate of 40 per cent federal, 33.33 per cent provincial and 26.67 per cent municipal funding. All ICIP projects must be substantially completed by March 31.

- 2.3 The Region's allocations under the ICIP include \$95 million in federal and \$79 million in provincial funding that, when combined with a required \$63 million Regional contribution towards program-eligible costs, results in \$237 million in total program eligible costs. Additional Regional funding will be necessary for all program ineligible costs, including land and staffing costs.

3. Project Submission

- 3.1 In accordance with ICIP program guidelines, and to be considered for funding, projects must align with at least one of the following transit improvement outcomes:
- a. Improved capacity of public transit infrastructure;
 - b. Improved quality and/or safety of existing or future transit systems; and/or
 - c. Improved access to a public transit system.
- 3.2 DRT has worked closely with the Finance and Works departments to finalize project funding submissions by the October 24, 2019 deadline. At the October 2, 2019 meeting of TEC, DRT provided an update in the General Manager's report (#2019-DRT-15) on proposed project submissions, including three signature projects to advance rapid transit projects in Durham in accordance with the Region's Transportation Master Plan and its stated direction to elevate the role of integrated public transit, including rapid transit. The projects are also consistent with Information Report #2018-DRT-12 Public Transit Infrastructure Fund Phase II which highlighted the projects being considered when the transit funding program was first announced.
- 3.3 The scope of work proposed for the three signature projects include:
- a. Highway 2 Median Transit Lanes (Pickering):
 - 7.5 km of dedicated median transit lanes between Altona and Notion;
 - 20 median transit stations;
 - 7.5 km of dedicated off-road one-way bike lanes.
 - b. Highway 2 Curbside Transit Lanes (Ajax, Whitby, Oshawa):
 - 3.3 km dedicated curbside transit lanes;
 - 5.5 km of transit priority measures through pinch point locations of Pickering Village, Downtown Whitby and Downtown Oshawa;
 - 0.5 km of on-road buffered bike lanes;
 - 2.8 km of dedicated off-road one-way bike lanes;

- detailed design of the remaining 9.4 km to be shovel ready for future funding opportunities.
- c. Simcoe Street Rapid Transit Corridor involving the introduction of PULSE service on Simcoe Street and initiating a review of service and design options for future higher order transit (e.g. light rail or Bus Rapid Transit):
 - 10 km of bus rapid transit service added to existing PULSE network;
 - 8 new PULSE branded rapid transit buses;
 - 80 new PULSE bus shelters;
 - 10 traffic signal upgrades to improve service reliability along the Simcoe corridor;
 - One environmental assessment for future higher order transit solution on Simcoe Street.
- 3.4 The initial business case for the Durham-Scarborough Bus Rapid Transit, completed in 2018 and funded by Metrolinx, will be submitted with the Highway 2 Median Transit Lanes project application to meet the ICIP business case requirements for projects receiving over \$20 million in provincial funding.
- 3.5 Collectively the three signature projects account for approximately \$186 million of the \$237 million in available program-eligible project funding.
- 3.6 The remaining \$52 million in ICIP funding will address transit capital program initiatives related to asset management, accessibility, safety, customer service and innovative technology adoption objectives. This includes investment in:
 - a. Fleet renewal totalling nearly \$25 million to support needed replacement of DRT's aging vehicles in accordance with the Region's asset management plan. This includes:
 - 13 replacement PULSE Bus Rapid Transit buses over three years;
 - 2 PULSE articulated buses providing added passenger capacity along Highway 2;
 - 11 replacement conventional hybrid electric buses; and
 - 16 replacement On Demand/specialized service vehicles over four years.
 - b. Safety and accessibility improvements totaling almost \$16 million for:
 - bus stop infrastructure enhancements to improve the customer

- experience and meet Accessibility for Ontarians with Disabilities Act (AODA) requirements by 2025;
 - the replacement of DRT's administrative building at its Oshawa facility which is at end of life; and,
 - the installation of operator protective shields on-board all DRT buses.
- c. Modernization and innovation initiatives totaling \$11 million including:
- Replacement of all PRESTO on-board devices and sales terminals;
 - development of a transit data analytics platform to drive performance improvement through front-line customizable access to key metrics;
 - upgrading on-board digital destination signs to improve visibility, accessibility and customer messaging capabilities; and
 - installation of an advanced fuel and fluid management system to integrate electronic monitoring of fuel and other essential fluids across DRT depots.
- 3.7 In total 14 project applications were submitted for ICIP funding at a total value of \$276 million (including eligible and ineligible project costs). Attachment #1 provides a full list of all projects and costs.
- 3.8 The fleet renewal projects listed above include the proposed acquisition of DRT's first hybrid electric buses. Hybrid electric buses offer dual diesel and electric propulsion with battery charging achieved through regenerative braking (with no charging infrastructure requirements). Hybrid electric buses have a price premium of approximately \$250,000 over diesel buses. Current generation hybrid electric buses are expected to reduce greenhouse gas emissions by approximately 24 per cent yearly compared to clean diesel buses, while saving nearly 25 per cent on fuel per vehicle each year.
- 3.9 DRT will be requesting to Metrolinx that the new Transit Procurement Initiative vendor contract to be awarded in 2020 include the option to purchase hybrid electric buses, consistent with the direction of the Transit Executive Committee at its meeting of February 6, 2019. Prior to initiating the purchase of the hybrid electric buses in 2020 DRT will report back to TEC with a full business case outlining anticipated life cycle cost impacts and emission reductions.
- 4. Financial Implications**
- 4.1 The proposed financing strategy for all ICIP projects will be included in the Transportation and Transit Strategic Issues and Financial Forecast Reports as part

of the 2020 budget process. This will include recommended financing from existing reserve funds (including development charges) and funding for the ineligible 100 per cent Regional costs (\$38.4 million).

- 4.2 Projects submitted for ICIP funding are subject to approval by the provincial and federal governments. Timelines for these approvals are unknown at this time, introducing risk to completion of rapid transit projects by the March 31, 2027 deadline. Due to delays in rollout of the program, which originally contemplated a ten-year timeframe, projects must now be delivered within seven construction seasons or less depending on when funding confirmation is received.
- 4.3 Delivering the submitted transit projects within the ICIP program deadlines requires additional staffing resources at an estimated cost of \$15.7M over seven years (part of the \$38.4 million in ineligible project costs). The Region is currently evaluating options to implement a dedicated team to deliver on the three signature rapid transit projects, similar to the previous Rapid Transit Office that supported the administration of the Quick Win funding that was instrumental in the delivery of existing sections of the Highway 2 Bus Rapid Transit corridor and the PULSE Route 900 service and related infrastructure.

5. Next Steps

- 5.1 Upon receiving project approval from the provincial and federal governments, the Region will be required to enter into a transfer payment agreement to be negotiated with the Province. Details on the agreement(s) and approval to execute will be brought to a future meeting of TEC once known.
- 5.2 DRT, in collaboration with the Finance Department and Works Department, will report back through the 2020 Transit and Transportation Strategic Issues and Financial Forecast Reports on the financing strategy for the Region's share of project costs as well as ineligible expenditures for land costs and staff resources.
- 5.3 This report has been reviewed by the Treasurer of Durham Region Transit.

6. Attachments

Attachment #1: ICIP Project List

Respectfully submitted,

Original signed by

Bill Holmes

Acting General Manager, DRT

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair

Chief Administrative Officer

Attachment #1: ICIP Project List

Projects	ICIP Eligible Costs	Ineligible Costs	Total Costs
Rapid Transit Projects			
1) Hwy 2 Median Transit Lanes (Pickering)*	\$114.6	\$17.0	\$131.6
2) Hwy 2 Curbside Transit Lanes (Ajax, Whitby, Oshawa)**	\$58.7	\$19.5	\$78.2
3) Simcoe Street Rapid Transit Corridor***	\$12.6	\$0.8	\$13.4
Rapid Transit Subtotal	\$185.9	\$37.3	\$223.2
Fleet Renewal			
4) 13 Replacement BRT Buses (2020-2022)	\$9.4	\$0.0	\$9.4
5) 2 Articulated BRT Buses (2020)	\$2.2	\$0.0	\$2.2
6) 11 Replacement Conventional Hybrid Buses (2020)	\$9.9	\$0.0	\$9.9
7) 16 On Demand Replacement Vehicles (2020-2023)	\$3.2	\$0.0	\$3.2
Fleet Renewal Subtotal	\$24.7	\$0.0	\$24.7
Safety and Accessibility Improvements			
8) Bus Stop Infrastructure	\$9.7	\$0.0	\$9.7
9) Raleigh Administrative Building Re-Build	\$5.0	\$0.0	\$5.0
10) Operator Protective Shields	\$1.2	\$0.0	\$1.2
Safety and Accessibility Improvements Subtotal	\$15.9	\$0.0	\$15.9
Modernization and Innovation			
11) On-Board Destination Sign Upgrades	\$0.8	\$0.0	\$0.8
12) Advanced Fuel and Fluid Management System	\$0.5	\$0.0	\$0.5
13) Transit Analytics Innovation Platform****	\$6.6	\$1.1	\$7.8
14) PRESTO Device Replacement	\$3.1	\$0.0	\$3.1
Modernization and Innovation Subtotal	\$11.0	\$1.1	\$12.1
Total	\$237.5	\$38.4	\$275.9

*Ineligible costs include \$9.7M in land acquisitions and \$7.3M in project delivery staffing costs based on 50 per cent share of up to 17 Full Time Employees (FTEs) required for Rapid Transit Projects over seven years.

**Ineligible costs include \$13.0M in land acquisitions and \$6.5M in project delivery staffing costs based on 45 per cent share of up to 17 FTEs required for Rapid Transit Projects over seven years.

***Ineligible costs include \$0.8M in project delivery staffing costs based on five per cent share of up to 17 FTEs required for Rapid Transit Projects over seven years.

****Ineligible costs include \$1.1M in temporary project delivery staffing costs for up to three FTEs over five years.



Durham Region Transit Report

To: Durham Region Transit Executive Committee
From: General Manager, Durham Region Transit
Report: [#2019-DRT-21](#)
Date: November 6, 2019

Subject:

Durham-Scarborough Bus Rapid Transit - Update

Recommendation:

That the Durham Region Transit Executive Committee recommends:

That this report be received for information.

Report:

1. Purpose

- 1.1 Ahead of the second public consultation, this report provides an update on the project development work completed to date for the Bus Rapid Transit (BRT) infrastructure supporting Durham Region Transit (DRT) PULSE 900 Highway 2 route, the spine of the DRT network.

2. Background

- 2.1 The PULSE 900 Highway 2 route has experienced strong ridership since its launch in June 2013, with boardings increased by 39 per cent. PULSE 900 Highway 2 accounts for approximately 20 per cent of Durham Region Transit (DRT) ridership and will see the first articulated buses in service in September 2020.
- 2.2 In August 2016, the Province of Ontario approved \$10 million in funding for Metrolinx to advance project development work for the Durham-Scarborough BRT in collaboration with Durham Region, the City of Toronto and the Toronto Transit Commission (TTC). Terms of Reference have been developed for this collaboration (TEC Report 2017-DRT-08).

- 2.3 The Initial Business Case (IBC) was initiated in April 2018 and included a review of data and analysis to justify investment in the project. The IBC examined alignment alternatives for BRT in the corridor and reviewed, at a high level, possible solutions to support BRT reliability along the constrained sections in Pickering Village, downtown Whitby and downtown Oshawa.
- 2.4 The IBC recommended a hybrid alternative (a mix of centre median, curbside and mixed traffic lane) to be included in the next phase of planning. This hybrid alternative provides the best value for investment, with the potential of more than \$686 million in economic benefits over 30 years resulting from BRT along Highway 2 including the extension to Scarborough Centre (shared between Durham and Toronto). The estimated total capital cost of \$450 million (including Durham and Toronto segment costs and fleet costs) resulted in a benefit-cost ratio of 1.29, higher than the other alternatives considered (TEC Report 2018-DRT-08).
- 2.5 Completing BRT infrastructure Highway 2 is a priority for the Region and is included in the Region's integrated vision for transit.
- 2.6 The second phase of planning, the Preliminary Design Business Case (PDBC), was launched in early 2019 with the award of a consulting assignment by Metrolinx to a consortium of IBI Group and Parsons. The PDBC will confirm the most appropriate infrastructure along the corridor, including constrained sections, identifying levels of transit priority, road space requirements, transit stop locations, and vehicle and storage requirements. The PDBC will advance detailed design, analysis, and consultations with the public and local municipalities, toward final design and cost estimate.

3. Discussion

- 3.1 The project is currently in Phase One, where it focuses on developing the 15-20 percent preliminary design for the corridor and the completion of a Preliminary Design Business Case (PDBC). It will use the Durham-Scarborough BRT IBC objectives and analysis and its hybrid alternative recommendation as a starting point. Public and stakeholder consultation will introduce the project and work completed to date, set out the evaluation process and criteria, present the preliminary design and PDBC concepts, and set the stage for Phase Two.
- 3.2 Phase Two consists of advancing the preliminary design, conducting the background environmental studies and impact assessment, developing an implementation plan and conducting the Transit Project Assessment Process

(TPAP), which will work towards approval of the Environmental Project Report and the preliminary design. This work is expected to start by mid-2020.

- 3.3 Four series of public information centres (PIC) will be held at multiple locations along the corridor t. The first series of PICs were completed in June 2019 which introduced the project and its potential impacts to the public. The second series of PICs are scheduled for November 2019 where design options will be presented for the pinch points (Pickering Village, Downtown Whitby, Downtown Oshawa) and provide follow-up on the design criteria evaluation from PIC 1, introduce the BRT stop locations, and review preliminary design objectives.
- 3.4 The Municipal Technical Advisory Group (local municipalities with technical interest), Technical Advisory Group (agencies with permits and approvals and technical interests), Stakeholder Advisory Group (local associations such as Resident/Ratepayer Associations, Business Improvement Areas), institutions and organizations (hospitals, school boards), and other organized professional or community groups, continue to meet on a regular basis.

4. Financial implications

- 4.1 The planning and design work described above is fully funded by the Province through the approved \$10 million funding. There is no financial cost to Durham Region or the City of Toronto for this work.

5. Next steps

- 5.1 The second of four series of PIC sessions are scheduled for November 2019. Locations, dates, and times will be confirmed.
- 5.2 This work continues in conjunction with ongoing service and infrastructure improvements under way by DRT and the Region of Durham along the Highway 2 corridor.
- 5.3 This consulting assignment is expected to be completed by May 2021.

Respectfully submitted,

Original signed by

Bill Holmes

Acting General Manager, DRT

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair

Chief Administrative Officer