Staff Report 2019-0194

Meeting Date: October 22, 2019
Subject: Transit Update
Submitted By: Arash Olia, Interim Manager, Transportation Engineering, Gina Lee, Acting Manager, Revenue, Finance and Infrastructure Services

RECOMMENDATION

That By-Law 2019-1 be amended to update Schedule D as set out in Schedule A to Staff Report 2019-0194 in accordance with the Municipal Act, 2001 effective October 29, 2019; and

That future fees/transit fares related to the Bolton transit service be established or updated based on Brampton Transit fare changes.

REPORT HIGHLIGHTS
- Transit service in Mayfield West has been operating since September 3, 2019;
- Transit service in Bolton will begin operating November 11, 2019;
- The Mayfield West service is being provided by Brampton Transit as an extension of their current service. Fees (i.e. transit fares) related to the Mayfield Service are contained within the City of Brampton’s Fee by-law;
- The Bolton Service will be provided by a private Transit provider secured by the Town. Accordingly, fee/transit fare pricing associated with the Bolton Service must be reflected in the Town of Caledon Fee By-law.

DISCUSSION
In April 2019, Council approved the Caledon Transit Feasibility Study (TFS) and directed staff to implement transit services to Bolton and Mayfield West in accordance with Phase 1 of the transit service plan contained in the TFS. Council also approved $320,000 of annual funding for the Bolton and Mayfield West transit service as part of the 2019 operating budget.

In Mayfield West, TFS recommended that a fixed-route transit service along Kennedy Road be implemented through a service agreement with the City of Brampton/Brampton Transit. Given an existing transit service contract with the City of Brampton/Brampton Transit for service in the Tullamore area of Caledon (e.g. Airport Road and Mayfield Road area), an amendment has been added to an existing agreement.

Accordingly, the Town of Caledon and Brampton Transit have partnered and introduced a new transit service in the Mayfield West area from September 3, 2019. Route 81 – Mayfield West include 11 new bus stops along Kennedy Road with service running during peak commute hours between the Sandalwood Loop, and Newhouse Boulevard/Bonnieglen Farm Boulevard in Mayfield West, every 30-minute frequency. The
Route is illustrated in Figure 1. In addition to cash, weekly and monthly pass payment options for the fare, Brampton transit is equipped with PRESTO. PRESTO is an electronic payment system that makes travelling on transit faster and easier by eliminating the need for tickets, tokens, passes and cash. PRESTO works across local transit services in the Greater Toronto and Hamilton Area (GTHA) and Ottawa, making paying for your trip simple, convenient and secure. The PRESTO rollout began in 2009 with the installation of payment devices at select GO Transit stations and on select municipal transit buses. In July 2011, PRESTO became an operating division of Metrolinx. Transit fees/fares for the Mayfield Service are controlled by the City of Brampton through Brampton’s Fee by-law. The current Brampton Transit fares can be accessed from the link below: https://www.brampton.ca/EN/residents/transit/Fares/Pages/Fares.aspx

For the Transit service in Bolton, Brampton Transit was not able to provide the service as per the Town’s requested schedule (e.g. implementation in 2019) and the Level of Service. Accordingly, the Town of Caledon issued Negotiated Request for Proposal (NRFP) for the local public transit service in Bolton on June 7, 2019. The NRFP closed on July 5, 2019. After reviewing the proposals and negotiations with the proponent, Town has retained Voyago as the transit service provider for the Bolton area, starting November 11, 2019. The new local transit service in Bolton will include 27 new bus stops along the route with service running during peak commute hours between King Street and Highway 7/Queens Street along Highway 50 and Coleraine Drive, every 30-minute frequency. The Route is illustrated in Figure 1.

Figure 1: Transit Service Routes in Bolton and Mayfield West
The service features a bus tracking software, as an app on the cellphones the Town’s website to provide the real-time information to passengers about the online location of buses, stops and the next arrival time.

The Bolton Line transit service is provided by Voyago, a private operator, and is not equipped with PRESTO. Staff continue to work with Metrolinx to join the PRESTO Payment system as a participant, however, based on timing experienced by other municipalities, this may take a year or more. Further, riders of the Bolton line will not be able to transfer from one transit system to another by using their PRESTO cards or paper transfers.

It is recommended that the Town of Caledon’s Fees By-law be amended to include a cash fares for the Bolton Service. The proposed Bolton transit fares/new fees to be included in the update to the Town’s Fees By-law update are included in the section below and attached as Schedule A to this report. It is further recommended that staff increase fares for the Bolton transit service as Brampton Transit Fares are increased by the City of Brampton in order to balance ridership between the Bolton service and Mayfield service and to better recover the cost of transit.

**FINANCIAL IMPLICATIONS**

In addition to property tax revenues, municipalities may charge for goods and services, such as recreational programs, via fees established under Provincial legislation, and set and approve these fees via by-law at the municipal level.

The transit services in Mayfield West are provided by Brampton Transit. Brampton Transit fees are governed by the City of Brampton’s User Fee (Municipal Act) By-law 380-2003. Therefore, Brampton Transit fees for service within the Town of Caledon Mayfield West area are not included in Schedule “A” to Staff Report 2019-0194 or the Town’s fees by-law, since Brampton Transit sets the fees for these services.

Bolton Line transit service fees are set by the Town of Caledon and the new proposed fees are shown below, and are included in Schedule A to Staff Report 2019-0194. PRESTO will not be available on the Bolton Line transit service, and the only method of payment will be cash at this time. Staff have benchmarked the fees for the Bolton Transit service with Brampton and Staff will continue to monitor Brampton Transit fees and amend the Town’s fees by-law accordingly to ensure that (cash) transit fees do not vary between transit service providers in Caledon.

**Proposed New Fees**

The following are the new fees proposed by Finance and Infrastructure Services related to the transit service in Caledon. As noted above, staff are working with Metrolinx on the implementation of PRESTO for the Bolton transit service. Until PRESTO payment is...
available, all Bolton transit service fares are cash only. Staff recommends that By-Law 2019-1 be amended as set out in Schedule A to Staff Report 2019-0194 in accordance with the Municipal Act, 2001 and Building Code Act, 1992 effective October 29, 2019.

<table>
<thead>
<tr>
<th>Department/Division</th>
<th>Service Area/Provider</th>
<th>Total Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finance and Infrastructure Services/ Transportation Engineering</td>
<td>Mayfield West and Tullamore / Brampton Transit</td>
<td>Brampton Transit fees are governed by the City of Brampton's User Fee (Municipal Act) By-law 380-2003</td>
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<tr>
<td></td>
<td>Bolton/Voyago</td>
<td>Person with Vision Loss: (with CNIB Card): Free</td>
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<td></td>
<td>Preschool Child (age 5 &amp; under, with a fare paying passenger): Free</td>
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<td></td>
<td></td>
<td>Children (ages 6 – 12): $2.00</td>
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<tr>
<td></td>
<td></td>
<td>Youth (ages 13 – 19): $2.55</td>
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<td></td>
<td></td>
<td>Senior (ages 65 or older): $1.00</td>
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<tr>
<td></td>
<td></td>
<td>Adults and all other riders: $4.00</td>
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<tr>
<td></td>
<td></td>
<td>Cash</td>
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</tbody>
</table>

The 2020 Budget will include the same level of funding, $320,000, approved in 2019 for the Bolton and Mayfield West local transit services. The anticipated rider volume and revenues are unknown at this time so transit fare revenues and the potential transit funding from the Province related to the Ontario Dedicated Gas Tax (DGT) will not be incorporated into the 2020 budget. In North America, revenues from transit fares generally recover 20% to 30% of actual transit costs. Staff believe that the Town’s recovery percentage will be lower than the average at the beginning (2019/2020) as the services are relatively new. Staff will continue to review user fees and work with the Province on obtaining DGT funding and incorporate these revenues into future operating budgets as appropriate. As discussed during Council’s approval of the TFS and initiation of the Bolton and Mayfield West Transit Services, expansion of local transit in Caledon is subject to future reporting on the results of Phase 1 (i.e. Bolton and Mayfield West lines) implementation of the Transit Feasibility Study.

COUNCIL WORK PLAN

Retaining transit services aligns with the Council Work Plan 2018-2022 under the pillars of Sustainable Growth and Connected Community.
ATTACHMENTS

Schedule A: Town of Caledon 2019 Municipal Act, Planning Fees, and Building Classification and Permit Fees: Schedule D.