



## Transit Executive Committee Revised Agenda

Wednesday, March 8, 2023, 1:30 p.m.

Regional Council Chambers

Regional Headquarters Building

605 Rossland Road East, Whitby

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2097.

Note: This meeting will be held in a hybrid meeting format with electronic and in-person participation. Committee meetings may be [viewed via live stream](#).

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**8. Advisory Committee Resolutions**

There are no advisory committee resolutions to be considered

**9. Confidential Matters**

There are no confidential matters to be considered

**10. Other Business**

**11. Date of Next Meeting**

Wednesday, April 5, 2023 at 1:30 PM

**12. Adjournment**

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

**The Regional Municipality of Durham**

**MINUTES**

**DURHAM REGION TRANSIT EXECUTIVE COMMITTEE**

**Wednesday, February 8, 2023**

A regular meeting of the Durham Region Transit Executive Committee was held on Wednesday, February 8, 2023 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 1:30 PM. Electronic participation was offered for this meeting.

Present: Commissioner Crawford, Chair  
Commissioner Schummer, Vice-Chair\*  
Commissioner Anderson  
Commissioner Brenner  
Commissioner Carter\*  
Commissioner Garrod  
Commissioner Wotten attended for part of the meeting  
Regional Chair Henry  
**\*denotes Commissioners participating electronically**

Also  
Present: Commissioner Kerr

Absent: Commissioner Roy was absent due to municipal business

Present: E. Baxter-Trahair, Chief Administrative Officer  
W. Holmes, General Manager, Durham Region Transit  
R. Adamsz, Deputy General Manager of Maintenance, Durham Region Transit  
J. Austin, Deputy General Manager, Business Services, Durham Region Transit  
R. Inacio, Systems Support Specialist, Corporate Services – IT  
C. Norris, Deputy General Manager, Operations, Durham Region Transit\*  
Z. Osime-Fakolade, Program Manager, Community Engagement and Change Management, Durham Region Transit\*  
N. Pincombe, Director, Business Planning and Budgeting, Finance Department  
N. Taylor, Treasurer, Durham Region Transit, and Commissioner of Finance  
C. Bandel, Deputy Clerk, Corporate Services – Legislative Services  
S. Ciani, Committee Clerk, Corporate Services – Legislative Services  
L. Soto Maya, Committee Clerk, Corporate Services – Legislative Services  
**\*denotes staff participating electronically**

**1. Declarations of Interest**

There were no declarations of interest.

**2. Adoption of Minutes**

Moved by Commissioner Anderson, Seconded by Commissioner Garrod,  
(6) That the minutes of the regular Durham Region Transit Executive  
Committee meeting held on Wednesday, January 11, 2023, be adopted.

CARRIED

**3. Presentations**

3.1 Bill Holmes, General Manager, Durham Region Transit Re: General Manager's  
Verbal Update

B. Holmes, General Manager, Durham Region Transit, provided a verbal update to the Committee.

B. Holmes highlighted positive impacts of the ridership recovery strategy reflected in January 2023 ridership exceeding 90 percent of pre-pandemic levels, with some weekday ridership exceeding pre-pandemic levels for the first time since March 2020; and stronger local travel patterns making up for continued weakened commuter travel to downtown Toronto. He stated that in 2022, On-Demand service provided 45,000 trips in rural areas, and 82,000 trips were delivered in urban centres. He added that PRESTO contactless fare payment using credit cards was launched in January and the use of debit cards will launch later in 2023.

B. Holmes shared a letter from Pathways Abilities Centre Program for youth over 14 with disabilities, thanking DRT for their ongoing collaboration and the positive impacts of DRT's visit helping to support participants' learning around how to be safe on the bus, plan bus routes, and how to use the bus. B. Holmes also congratulated the Parasport Games Organizing Committee and thanked DRT staff that provided timely transportation to participants.

B. Holmes provided an overview of highlights since DRT was formed in 2006, including: integrating local transit organizations into an efficient regional network; implementing state of the art systems in the Transit Control Centre; collaborating with neighbouring transit agencies to advance integrated travel between municipalities; providing 24/7 transit service in urban areas; and real-time information systems for customers.

B. Holmes stated that DRT seeks opportunities to maximize service such as the re-allocation of revenue service hours to best serve transit customers; and innovate such as partnering with Durham Regional Technology Development Site regarding the use of technology for a detection and communication system for

transit stops to help understand passenger behaviour and improve customer service.

B. Holmes advised that in January 2023 revenue services hours are the same as pre-pandemic levels in 2019, and all residents in Durham Region have access to transit. He also advised that significant investment in transit is needed to achieve the vision of a healthy, prosperous community for all, as public transportation is a vehicle for opportunity, equity, and a better quality of life.

B. Holmes outlined the DRT Long-Term investment plan recommendations to advance public transit across the region, and provided an overview of investment opportunities to shape the future of transit in Durham Region.

3.2 Bill Holmes, General Manager, Durham Region Transit; Jamie Austin, Deputy General Manager, Business Services; and Nicole Pincombe, Director, Business Planning & Budgeting Re: Transit Service and Financing Strategy (2023-2032) (2023-DRT-05) [Item 7.2]

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B. Holmes, General Manager, Durham Region Transit; Jamie Austin, Deputy General Manager, Business Services; and Nicole Pincombe, Director, Business Planning and Budgeting, Finance Department provided a presentation regarding Transit Service and Financing Strategy for 2023 to 2032.

Highlights of the presentation included:

- Transit Service and Financing Strategy (2023-2032)
- Recommendations
- Transit is essential to Durham's future
- Land use is essential to transit's success
- Ridership Recovery and Outlook
- Service Enhancement
- Durham Transit Investment vs Peers
- 2023-2032 Service Investment
- 2032 Frequent and Available Transit Network
- 2032 Integrated Transit Network
- Transition to Zero Emission Vehicles
- Fare Modernization
- Proposed Fare Structure
- DRT Charter Service
- Cost Pressures and Financing Opportunities
- 10-Year DRT Forecast
- Risks and Considerations
- Conclusions

J. Austin outlined the Transit Service and Financing Strategy for 2023 to 2032 to elevate the level of transit in Durham, increase the region's economic

competitiveness, and enhance mobility and connectivity. He stated that Durham Region Transit's (DRT) funding levels led to a significantly lower service level per capita than comparator municipalities. He added that alongside regional strategies, a long-term Region investment plan is needed along with continued advocacy to senior levels of government for sustainable funding to achieve the vision in the plan, including from an economic, social and environmental perspective.

B. Holmes highlighted the 2023 to 2032 service investment strategy and transit service plan. He stated the plan includes a minimum transit frequency of 15 minutes in urban areas and 60 minutes in rural areas to increase capacity and equitable access to residents with mobility constraints. The plan also includes integration with local transit networks and active transportation networks, and improved customer service.

J. Austin further noted the transition to Zero Emissions Vehicles, funding considerations for the lifecycle of the vehicles, and funding initiatives from the federal government.

J. Austin provided an overview of the advancements made in the modernization of fare products; proposed fare structure adjustments; the launch of DRT charter service rates; cost pressures such as on-going COVID 19 impacts and Bill 23 impacts on transit development charges; and, financing opportunities at the federal, provincial and regional levels.

N. Pincombe highlighted the modelled financial impacts of the 10 year DRT forecast. She stated that the plan supports delivery of Council approved strategic priorities including: increasing service levels aligned with the region's Transportation Master Plan model, which provides for an additional approximately 652,000 additional annual hours of services to a total of over 1.16 million service hours in 2032, and the transition of DRT's fleet to zero emission technologies by 2037. She noted that annual funding of the plan will be reviewed as part of the financing plan process.

N. Pincombe reviewed the future risks and considerations of the financial modelling including the financial impacts of Bill 23, debt servicing impacts, capital cost escalations, and uncertainty of fuel pricing and insurance.

J. Austin concluded by stating that the Transit Service and Financing Strategy outlines the level of investment required to realize Council's vision for transit in the Region, and that building a first-class transit system in a world-class region will require significant investment and funding from the Region and senior levels of government.

#### **4. Delegations**

##### **4.1 Ian Sinnott, DRT Chair, Unifor Local 222 Re: Transit Long-Term Service and Financing Strategy**

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Ian Sinnott, Unifor Chairperson for Durham Region Transit, appeared as a delegation requesting more funding for the public transit system. I. Sinnott stated that many of the buses are running near or at capacity, and outlined a recommendation of a 10-minute frequency transit network from a recent Toronto Board of Trade report to meet the needs of the forecasted growth of the region.

I. Sinnott also identified the demographics that rely on transit, the aspects that global businesses look for, and key areas that attract top employers and skilled workers. This includes an infrastructure that can increase productivity, cut commute times, reduce greenhouse gases, and improve a person's quality of life. I. Sinnott further stated that a public transit system creates equitable and vibrant cities while enabling them to meet climate goals.

I. Sinnott requested Durham Region to invest in transit to meet a 10 minute service level on major routes in order to be part of the global investment and cultural growth that is coming to Canada.

##### **4.2 Jeff Gray, President, Unifor Local 222 Re: Transit Long-Term Service and Financing Strategy**

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Jeff Grey, President of Unifor Local 222, appeared before the committee regarding the Transit Long-Term Service and Financing Strategy and the need to meet the evolving workforce.

J. Grey stated that Unifor Local 222 collaborates with employers to create diverse, gender equitable, safe and inclusive workforces where everyone can succeed. J. Grey also noted that there are employees that cannot afford gas, insurance and car payments, and often rely on transportation service companies to get to work because they cannot wait for transit. J. Grey would like DRT to improve transit service to a 10 minute wait time in order for members to get to work on time.

##### **4.3 Alexa Walker, Ontario Tech University Student Re: Safety and Accessibility of Bus Routes near Ontario Tech/Durham College North Campus**

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Alexa Walker, Ontario Tech University student, appeared before the committee regarding the safety and accessibility of bus routes for a person with a disability. A. Walker identified student concerns related to the 901 and 905 routes related to over-crowding, access to the exits on the buses, and weather-related concerns.

A. Walker noted that while the transit app real-time data is helpful, it is only available to individuals with access to wireless service and data, and the app does not identify if the bus is full and skipping stops along the route.

A. Walker requested consideration of returning more bus routes to service the bus loop on the Durham College and Ontario Tech north campus.

A. Walker responded to a question from Committee.

B. Holmes responded to questions regarding student transit routes.

4.4 Ame Gilham, Ontario Tech University Student Re: Transit for Students living near Durham College / Ontario Tech North Campus

Ame Gilham, Ontario Tech University student, appeared before the committee regarding transit related matters for students that live in the Durham College /Ontario Tech North Campus area.

A. Gilham discussed the 901 and 915 bus routes, and expressed concerns regarding capacity related matters for student commutes in the Durham Region.

4.5 Ian Reynolds, Ontario Tech University Student Re: Options available for students travelling to/from Ontario Tech University, and changes that have been made to Routes 901, 915, and 920

Ian Reynolds, Ontario Tech University student, appeared before the committee to express concerns regarding the transit routes to Ontario Tech University and the changes made to the bus routes that previously used the north campus bus loop.

I. Reynolds discussed routes from across the region and the need for connections to Scarborough for students that rely on using transit to get to the campus.

4.6 Angelique Dack, Ontario Tech University Student Re: Safety and Accessibility of Bus Routes for Ontario Tech Students and Community Members

Angelique Dack, Ontario Tech University student, appeared before the committee regarding bus routes to the Ontario Tech campus.

A. Dack congratulated DRT on the improvements to transit but also expressed concerns regarding safety and accessibility specifically in relation to the 901 route, and transfers to other bus routes.

4.7 Michael Wilson, Durham Resident Re: 920 Bus Route Accessibility, Timing and Reliability

Michael Wilson, Ontario Tech University student, appeared before the committee regarding the timing, reliability and accessibility of the 920 bus route.



M. Wilson stated that the 920 bus route no longer connects to the bus loop inside the north campus, which contributes to accessibility and timing issues for the large number of students that use the 920 route.

M. Wilson also stated that the 920 bus route is not available for students that attend night classes at Ontario Tech, and taking an alternate route can add 20 minutes for students travelling to Scarborough. M. Wilson identified that this creates barriers that can prevent students from optimizing an environment for student success.

4.8 Tien Huynh, Durham Resident Re: The Need to Implement the 2023-2032 Transit Service and Financing Strategy

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Tien Huynh, Durham resident, appeared before the committee regarding the 2023 to 2032 Transit Service and Financing Strategy and the strategy's potential to transform transportation and mobility within the Region of Durham.

T. Huynh identified the need for investment in a reliable and accessible transit network to meet the needs of the growing population in the Region of Durham, and the importance of ensuring that transit infrastructure is in place to serve new developments.

T. Huynh stated that frequent and reliable transit will encourage residents to choose transit as their mode of transportation and change how people get around the Region.

**5. Correspondence**

There were no correspondence items to be considered.

**6. Reports**

A) General Manager's Report - February 2023 (2023-DRT-04)

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Report #2023-DRT-04 from B. Holmes, General Manager, Durham Region Transit, was received.

B. Holmes responded to questions regarding feedback and communication from transit customers; transit service standards; transit service for students to get to the college and university campus; and student safety concerns.

Moved by Commissioner Anderson, Seconded by Commissioner Wotten,  
(7) That Report #2022-DRT-04 of the General Manager, Durham Region Transit, be received for information.

CARRIED

B) Transit Service and Financing Strategy (2023-2032) (2023-DRT-05)

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Report #2023-DRT-05 from B. Holmes, General Manager, Durham Region Transit, was received.

B. Holmes and J. Austin responded to questions regarding how to incentivize residents to use transit; parking at GO stations; the long-term sustainable funding model; transit needs for the growing region; the 60 minute minimum frequency service standard in rural areas; capacity within the DRT system; revenue service hours per capita; on demand service in rural areas; and investment for future transit needs.

N. Taylor, Treasurer and Commissioner of Finance, and N. Pincombe, Director, Business Planning and Budgeting, Finance Department, responded to questions regarding the Transportation Master Plan financial component; the need for deliverable metrics in order to plan for the roads investment; clarification of the individual by-laws from municipalities to approve transit costs; and capital infrastructure expenses.

Moved by Commissioner Wotten, Seconded by Commissioner Garrod,

(8) That the Transit Executive Committee recommends to the Finance and Administration Committee for subsequent recommendation to Regional Council:

- A) That the 10-year plan to phase investment in transit service enhancements, electrification, and new facilities and amenities be approved in principle subject to annual investment approvals through the Region's business planning and budget process, and that the 10-year plan be reviewed every four years or earlier as necessary in consideration of new information that may impact plan delivery, financing and timelines;
- B) That given the current level of funding to Durham Region Transit supports a significantly lower service level than that provided by our comparators, and that the 10-year plan requires a long term, not a one year commitment, to achieve the outcomes needed, that annual incremental increases for Durham Region Transit be acknowledged at a starting increase of approximately 2 per cent per year on the overall Regional tax levy;
- C) That staff continue to advocate for sustained, incremental, targeted funding from the Provincial and Federal governments to support the funding gaps identified in this 10-year plan;
- D) That the General Manager of Durham Region Transit and the Commissioner of Finance be authorized to implement a 2023 charter service rate for standard 12 metre transit buses on a cost recovery basis at \$925.00 per hour for a minimum four hour booking, with a rate of \$505.00 for each additional bus and \$130.00 for each additional hour;

- E) That the proposed DRT Fare Structure listed in Attachment 2 of Report #2023-DRT-05 of the General Manager, Durham Region Transit be approved establishing a base adult fare and associated discount or trip rates for each fare category ensuring the proportional application of any future adjustments to the base fare is maintained;
- F) That DRT fares be adjusted with a \$0.10 increase to the base fare to take effect on July 1, 2023 as detailed in Attachment 2 of Report #2023-DRT-05; and,
- G) That the Transit Assistance Program (TAP) for customers eligible for Ontario Works or Ontario Disability Support Program be made a permanent product within Durham Region Transit's fare structure, and that staff report back on the feasibility and financial implications of expanding eligibility for TAP to include persons receiving assistance through other income-tested government support programs.

CARRIED

This matter will be considered by the Finance and Administration Committee on February 14, 2023 and presented to Regional Council on March 1, 2023.

**7. Advisory Committee Resolutions**

There were no advisory committee resolutions to be considered.

**8. Confidential Matters**

There were no confidential matters to be considered.

**9. Other Business**

There was no other business to be considered.

**10. Date of Next Meeting**

The next regularly scheduled Durham Region Transit Executive Committee meeting will be held on Wednesday, March 8, 2023 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 Garrod,  
(9) That the meeting be adjourned.

CARRIED

The meeting adjourned at 3:35 PM

Respectfully submitted,

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M. Crawford, Chair

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L. Soto Maya, Committee Clerk



# Durham Budget

2023

## 2023 Business Plans and Budgets Durham Region Transit

Transit Executive Committee

March 8, 2023

Page 13 of 79

Achieves the Regional  
Council approved 2023  
Business Plans and  
Budgets  
**Guideline**

Supports investment in  
**Critical Front Line  
Core Service Areas**

Meets current **economic  
challenges** such as rising  
inflation

Accounts for the **future  
growth** of our community  
Advances the goals of the  
**Region's Strategic Plan**

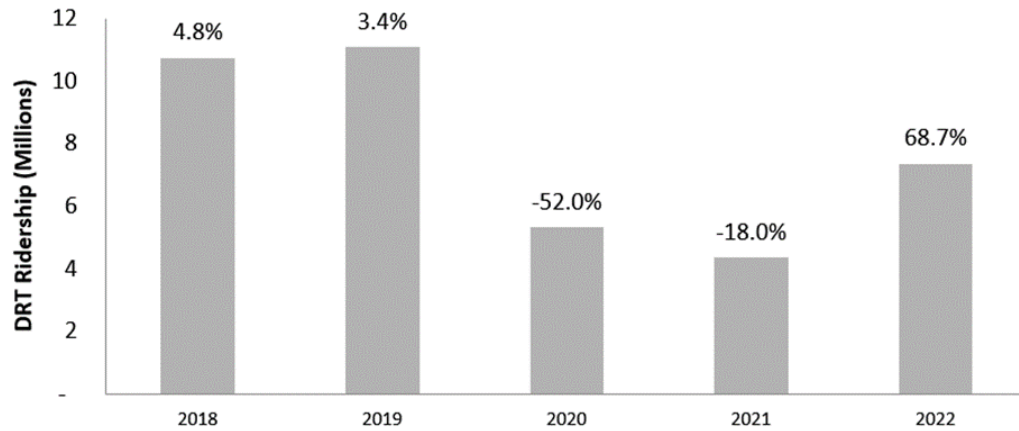
**Finance &  
Administration  
Committee:**

March 21, 2023

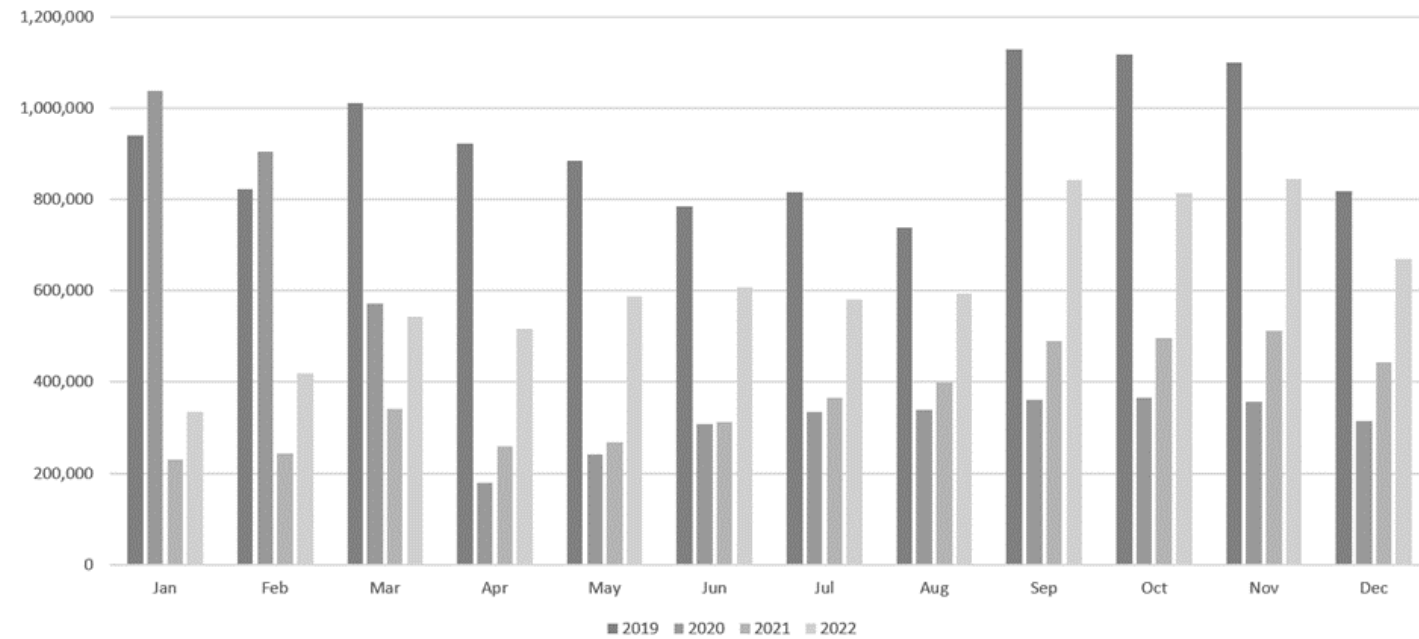
**Regional Council:**

March 29, 2023

## Annual DRT Ridership (2018 to 2022)



## Monthly DRT Ridership (2019 to 2022)



## Service Improvements

Expanded rapid bus network with introduction of two new PULSE routes on the 915 and 916

Launched 5 new local routes including the 211, 222, 319, 409 and 423

More than 10 routes enhanced to operate every 15 minutes or better, including 920 connecting to McCowan Station

Extended the N2 overnight route to operate all night every 30 minutes (with connection to GM's Oshawa Plant)

Integrated Specialized Services with On Demand providing service equity for customers while delivering approximately 4,000 weekly trips

## Community and Customer Service

Supported ongoing COVID-19 recovery achieving year end ridership of 7.4 million (69 per cent increase over 2021) including continued free trips to vaccination sites

Implemented DRT branded On Demand service ensuring a consistent customer experience

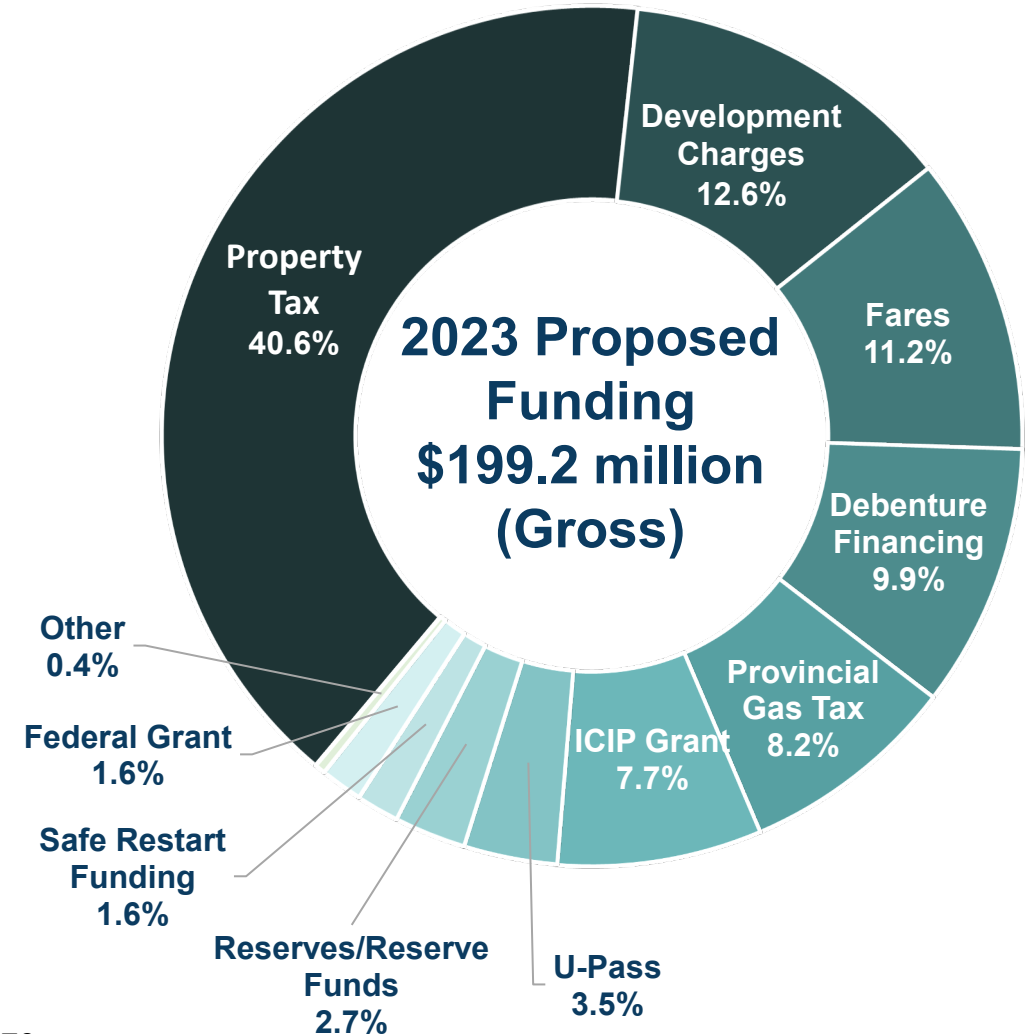
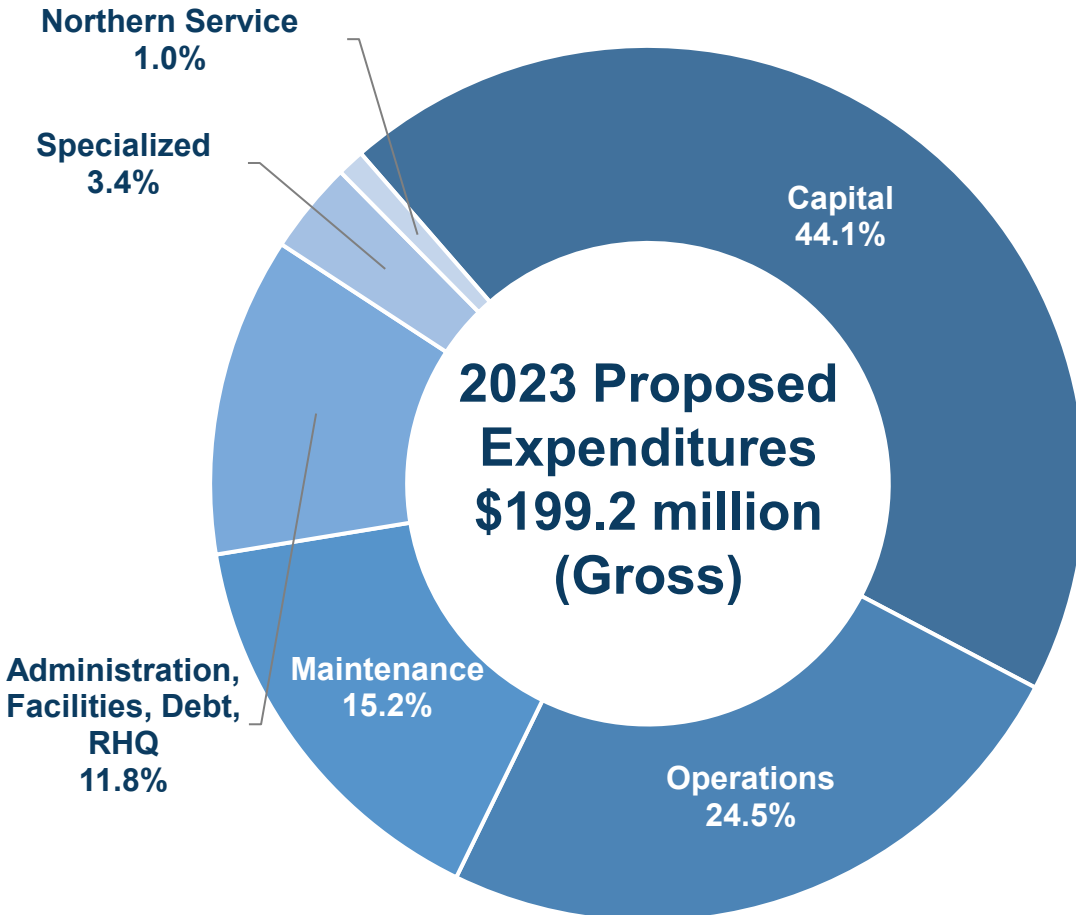
Deployed DRT's first 10 hybrid buses and finalized purchase orders for DRT's first 6 battery electric buses

Council approval for E-Mission Zero electrification plan to transition transit fleet to zero emission vehicles by 2037

Launched a Next Bus digital signage pilot program at four locations providing live updates on departure times



# 2023 Proposed Expenditures & Financing



Year 1 of the Transit Service and Financing Strategy (2023-2032) including:

**\$2.6m  
(net)**

- 15 minute weekday daytime frequency on the 905 between Whitby Station and Simcoe/Britannia
- extension of the 302 to North Campus Terminal during weekday evenings and weekends
- provision of additional scheduled bus service to replace On Demand service as demand warrants
- introduction of weekend daytime service on the 423
- nearly 8,000 additional On Demand hours to meet growth and demand including rural areas
- 9 additional bus operators to deliver service growth and \$0.4 million in additional fare revenue

**-\$0.6m**

Fare and U-Pass rate increases (\$1.0m in annual revenue)

\$3.2m provision for Safe Restart funding to offset ongoing impacts of COVID-19 pandemic including:

**\$0.0 (net)**

- \$2.4m fare revenue impact from pre-pandemic level (\$7.5m increase from 2022 budget)
- \$0.5m advertising revenue impact
- \$0.3m in washroom facility costs for operator use

**-0.5m**

Reduced repair costs due to retirement of vehicles as appropriate

**\$1.2m**

18 new full-time positions (\$2.1m in annualized expenditures) including:

- 7 service persons to address staff capacity and increasing vehicle service requirements
- 3 apprentice mechanics to mitigate attrition and labour market challenges
- 2 maintenance supervisors to expand capacity and reduce overtime
- 2 operations supervisors to support service growth in 2023 and beyond
- 2 project managers to support procurement, contract accountability and emergency management
- 1 maintenance specialist to support increasing technical vehicle requirements
- 1 store-person to support ongoing deployment of Enterprise Maintenance Management System

**\$0.6m**

Strategic activities to support long-term planning and continuous improvement, including workplace safety program related to fleet electrification, integration of on-time performance analytics, and dispatch, control centre and emergency management process improvements

**\$0.0 (net)**

Establishment of DRT charter service at full cost recovery

**\$3.5m (net)** 2023 capital investment of \$87.9m including:

- Acquisition of 22 growth battery electric buses and ancillary equipment for delivery by 2025 in support of service enhancement and fleet emission reduction (\$35.4m)
- Fleet electrification charging equipment, design, software and utility upgrades (\$8.2m)
- Acquisition of 15 replacement diesel buses (\$12.2m)
- Redevelopment of Operations and Administration building at DRT's Raleigh Depot (\$11.6m)
- Land acquisition and design for new terminals (\$7.0m)
- Bus stop infrastructure improvements (\$4.2m)

## Risks and Uncertainties

Ongoing and residual impacts of the COVID-19 pandemic on work, education and commuting patterns

Uncertainty in the availability of Safe Restart funding for transit agencies after December 31, 2022

Uncertainty whether Provincial Gas Tax allocations will remain at the same level beyond 2023

Confirmation of federal grant funding and financing available through zero emission vehicle programs

Constraints in supply chain for parts and equipment, vehicle production timelines, and skilled labour

Fuel price fluctuations and weather-related impacts on facility and bus stop maintenance expenditures

## Forecasted Annualization Impacts and Investment Needs

Annualization of eighteen new positions included in the 2023 budget (estimated incremental impact of \$1.0 million)

Annualization of fare adjustments taking effect July 1, 2023 (estimated incremental impact of -\$0.4 million)

Uncertainty with federal funding program timelines and details, including new Permanent Transit Fund to be introduced in 2026-27

Implementation of the Transit Service and Financing Strategy (2023-2032) with investment from the Region and other orders of government, including:

- Significant service expansion adding 625,000 revenue service hours by 2032.
- Acquisition of battery electric buses and associated charging infrastructure to transition the transit fleet to zero emission technologies by 2037
- Capital and operating impacts for the new maintenance and storage facility at 2400 Thornton Road
- Upgrades and expansion to transit terminals including Harmony, Pickering Parkway and Windfield Farms.
- Completing bus stop safety and accessibility improvements (e.g. hard surfacing, lighting installations) by 2025 in accordance with the *Accessibility for Ontarians with Disabilities Act*.



# Durham Budget

2023

## Questions

**From:** [Dana Nicholls](#)  
**To:** [REDACTED] [delegations](#); [mark.holland@parl.gc.ca](mailto:mark.holland@parl.gc.ca); [William \(Bill\) Holmes](#)  
**Subject:** Executive Meeting - Durham Transit Specialized Services  
**Date:** March 6, 2023 7:56:08 PM

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My name is Dana Nicholls and I am the mother of Amanda who is a 36 year old with cerebral palsy and is confined to her wheelchair. She has been using Specialized Services for the past 15 years to attend her day program at Tania's Place in Ajax. She has been on subscription for these years and although we have had blips along the way nothing compares to the nightmare that is going on now.

I cannot tell you how many times I have received calls either at 7:30 in the morning or late afternoon telling me that she cannot be accommodated and that I would have to make alternate arrangements for her. This involves me transporting her in her manual wheelchair as I cannot fit her power chair in my car. It also means that Amanda cannot be independent during the day as she is unable to maneuver her manual chair on her own and has to wait to be moved by staff. It also of course means that I am late for work.

For the past 6 months or so there have been rumours that Durham Transit will no longer be sending buses and that her rides would be by van as this part of the business had been given over to Voyago. Of course we have not even had the courtesy of an update from you and are only relying on comments from drivers and staff.

I will say the van drivers are very personable but obviously have had no training transporting clients in wheelchairs, to which they have admitted. Doesn't give a parent a very good feeling! I have had to assist numerous times to ensure that my daughter was transported safely.

I understand again through rumours that Specialized Services is being discontinued in favour of On Demand services. On numerous occasions able bodied people were being dropped off, one to the Pickering Casino, which meant that Amanda was late by an hour getting to her program which is only 10 minutes from home. This has been happening on a regular basis where people are being dropped off somewhere which results in Amanda being on the bus a lot longer than she should be.

When did Durham Transit wash their hands in providing safe and reliable transportation for the disabled? My daughter deserves the right to have this transportation available to her in order that she can continue to be an active member of our community. I pay my taxes like everyone else and the level of services has been declining for years.

I have spoken numerous times to staff at Durham Transit about the difficulties caused by these service issues but just keep getting told that their hands are tied and there is nothing they can do. I am respectfully asking that you take this situation to heart and put yourself in our shoes instead of just ignoring us in favour of business decisions.

Amanda is now 36 and instead of having her daily routine at a point where it is finally organized after 15 years, there is always something like this that comes along to throw a wrench in our planning and make our lives even more of a challenge.

I am 63 years old and am getting tired of having to stand up and fight yet again for the rights of our children. Having said that I will continue to be an advocate for my daughter who cannot speak for herself and urge you to consider the negative impact of making these changes to Specialized Services.

I sincerely hope this email is addressed at the upcoming meeting and as always a response would be appreciated. I can also be reached by phone at [REDACTED]

Thank you.



Dana Nicholls

Sent from my iPad

**From:** [REDACTED]  
**To:** [delegations](#)  
**Subject:** Re: Transit Executive Committee Meeting  
**Date:** March 7, 2023 12:21:04 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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My daughter, [REDACTED] using Durham Transit's Specialized Services daily Mon-Friday to attend her Day Program at Nova's Ark in Whitby, ON. At least once or twice a week, she is unable to get transit either to Nova's Ark or from Nova's Ark due to cancellations. This is very frustrating, because we then have to find an alternative method of transportation, if at all possible. On some occasions, she has been unable to go to her program.

When Durham Transit staff had access to the old booking system, things ran more smoothly and scheduled rides were not lost in the 'still processing' stage, on the day of a ride. We would know in advance what her regular pick-up and drop offs were due to the consistent subscription service. I didn't have to continually call into to Specialized Services attempting to get answers because I already knew Jayde's schedule.

Staffing also appears to be an issue with the main cause for cancellations being staff calling in sick. Can more driver's be hired? I really don't know what can be done, but I do know that I am not the only parent affected by the current shortcomings.

I would love to hear back from this committee with what will be done to ensure that the community's vulnerable adults like my daughter are not left stranded with no ride or access to their programming due to frequent cancellations or rides that simply don't get booked.

Thank you.

Nicole James-Wright

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



# The Regional Municipality of Durham Report

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To: Durham Region Transit Executive Committee  
From: General Manager, Durham Region Transit  
Report: #2023-DRT-06  
Date: March 8, 2023

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**Subject:**

General Manager's Report – March 2023

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**Recommendation:**

That the Transit Executive Committee recommends

That this report be received for information.

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**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 2023

Respectfully submitted,

Original Signed by

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Bill Holmes  
General Manager, DRT

Recommended for Presentation to Committee

Original Signed by

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Elaine C. Baxter-Trahair  
Chief Administrative Officer



General Manager's Report  
March 8, 2023  
TEC  
Attachment #1

Performance Measures Dashboard	<a href="#"><u>2</u></a>
Safety	<a href="#"><u>3</u></a>
Ridership	<a href="#"><u>4</u></a>
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# Performance Measures Dashboard

## Safety

Key performance indicator	Description	Latest Measure	Current	Target <sup>1</sup>	Current Variance to Target (per cent)	YTD Status <sup>2</sup> (per cent)
Collisions	Number preventable collisions per 100,000 km	January	0.60	0.33	1. <b>X</b> <b>81.7</b>	<b>X</b> 81.7

## Ridership

Scheduled						
Ridership (x1,000)	Number passengers	January	791	334	✓ 137	✓ 137
PRESTO Ridership	Customers paying using PRESTO (per cent)	January	91.2	82.2	✓ 9.0	✓ 9.0
Bus full occurrences	Number operator reported occurrences	January	363	10	<b>X</b> 3530	<b>X</b> 3530
Demand Responsive						
Ridership - Specialized	Number customer trips	January	8,790	4,401	✓ 99.7	✓ 99.7
Unaccommodated Rate - Specialized	Trip requests not scheduled (per cent)	January	NA <sup>3</sup>	NA <sup>3</sup>		
Ridership – On Demand	Number customer trips	January	8,848	10,203	<b>X</b> -13.3	<b>X</b> -13.3

## Service Delivery

Scheduled						
On time performance	On-time departures from all stops (per cent)	Service Period 1 <sup>4</sup>	N/A	77.1	N/A	N/A
Service availability	Scheduled service delivered (per cent)	Service Period 1 <sup>4</sup>	N/A	97.6	N/A	N/A
Mean Distance Between Failure (MDBF)	Average number of revenue service kilometres between occurrences of vehicle defects impacting service (revenue service kilometers)	January	N/A	N/A	N/A	N/A

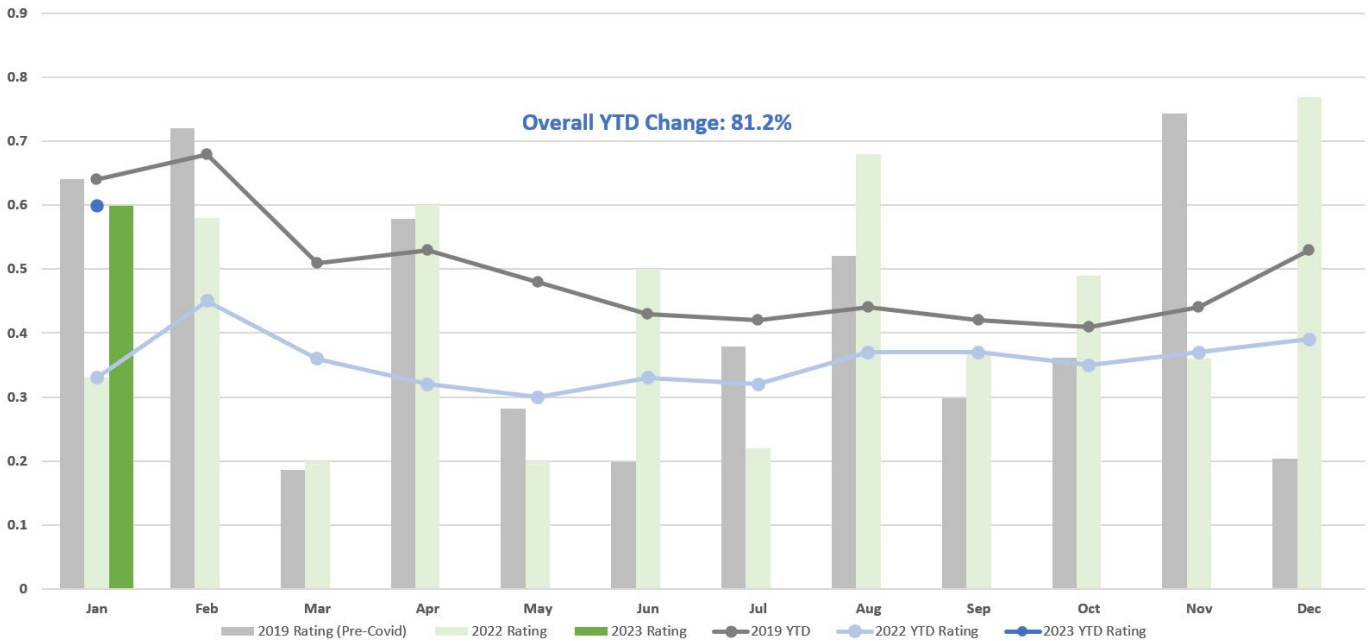
<sup>1</sup>Target is 2022 measure for the same period

<sup>2</sup>Year to Date (YTD) compared to previous year

<sup>3</sup>Demand response platform currently not reporting unaccommodated rate

<sup>4</sup>January 2, 2023 through April 9, 2023

## 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

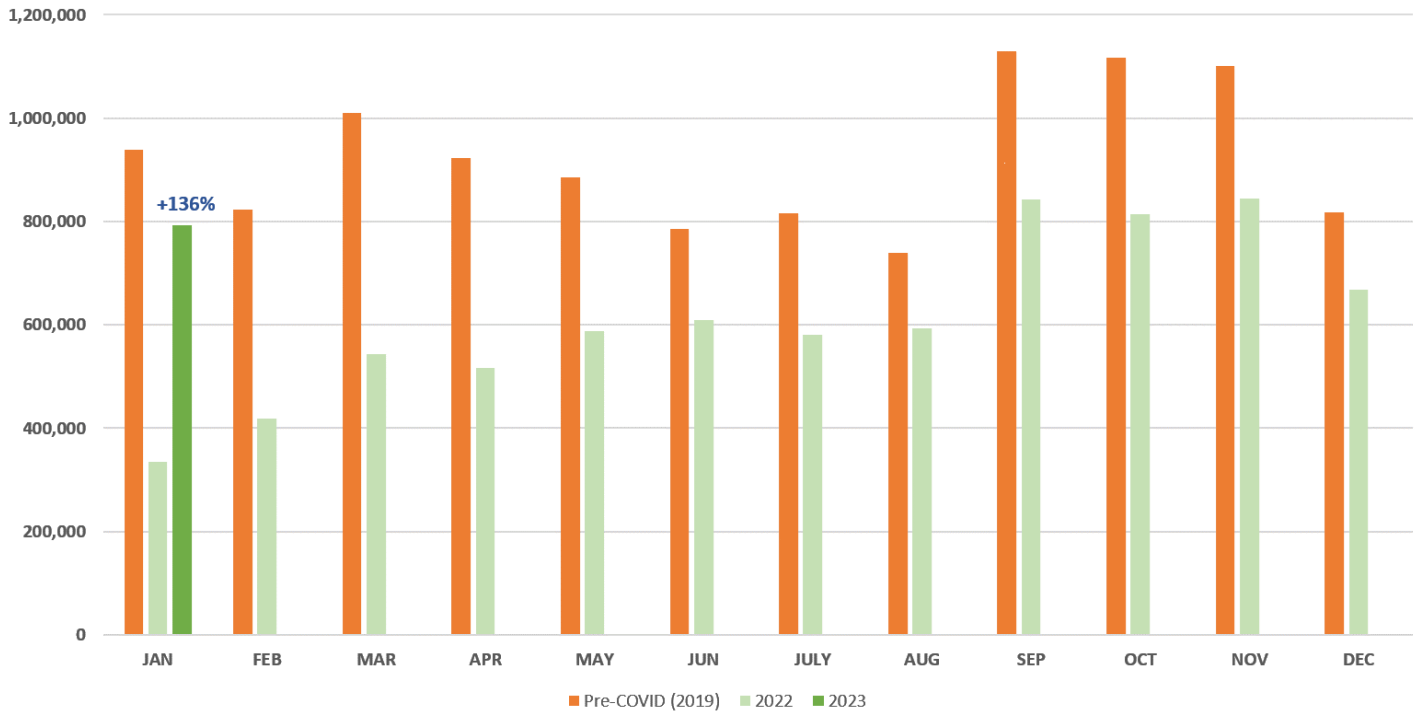
The January preventable collision rate was 0.60 per cent compared to a rate of 0.33 per cent for the same period in 2022.

### Action Plan

In addition to established processes to identify and resolve root causes of collisions, the DRT Safety and Training team has implemented the first multi-year safety plan including specific actions to realize the objective to reduce annual preventable collisions. The plan includes mandatory refresher training for staff involved in a preventable collision prior to returning to service, and cognitive assessment and driving skills screening during the recruitment process.

# 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 and demand response.

### Results

January ridership was 51 per cent higher than 2022 and approximately 82 per cent of pre-pandemic (2019) ridership for the same period.

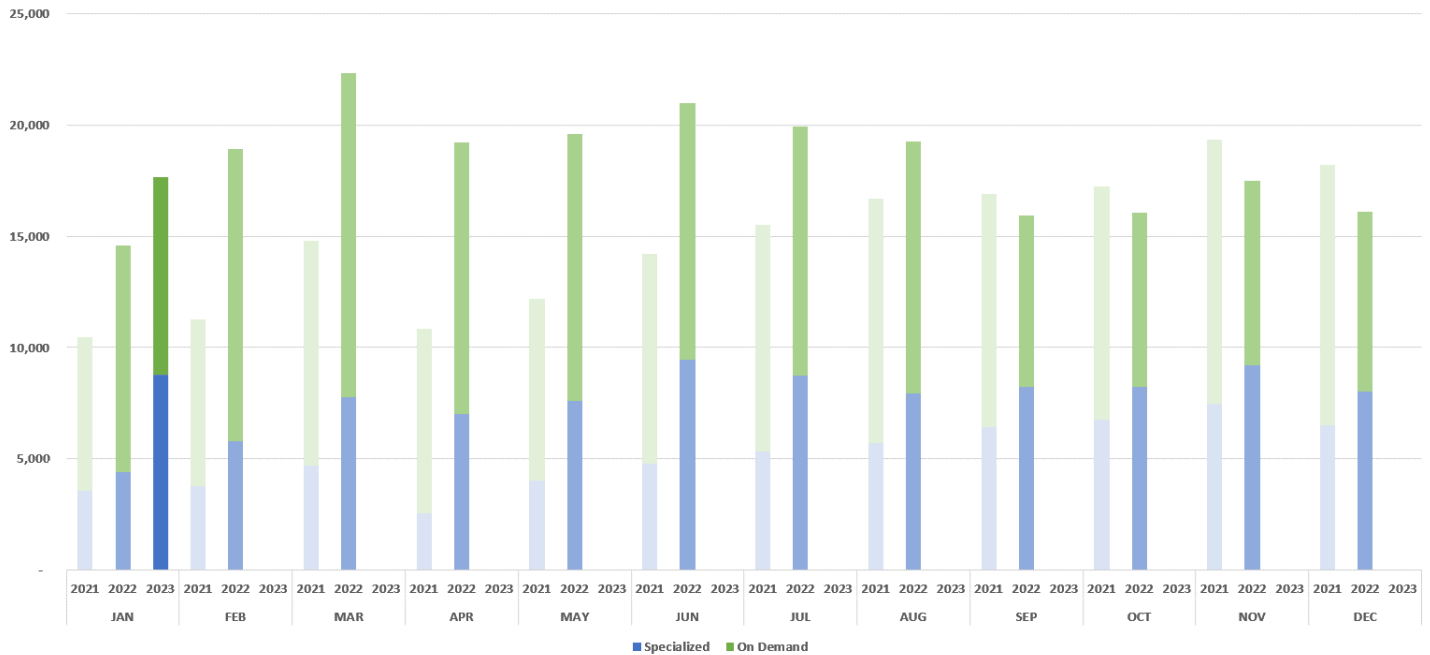
### Action Plan

To support the return of students to secondary school and post secondary institutions, approximately 10 per cent more service was introduced in September. With five new local routes, two new PULSE routes, and enhanced frequency throughout the network, the September 2022 network provided 60% more residents direct service to post-secondary institutions in Durham Region. Service enhancements were implemented on January 3, 2023, to expand access in Seaton and Bowmanville. Additionally, while some service hours were reallocated to maintain reliability on routes experiencing traffic delays, capacity continues to meet ridership demand overall.

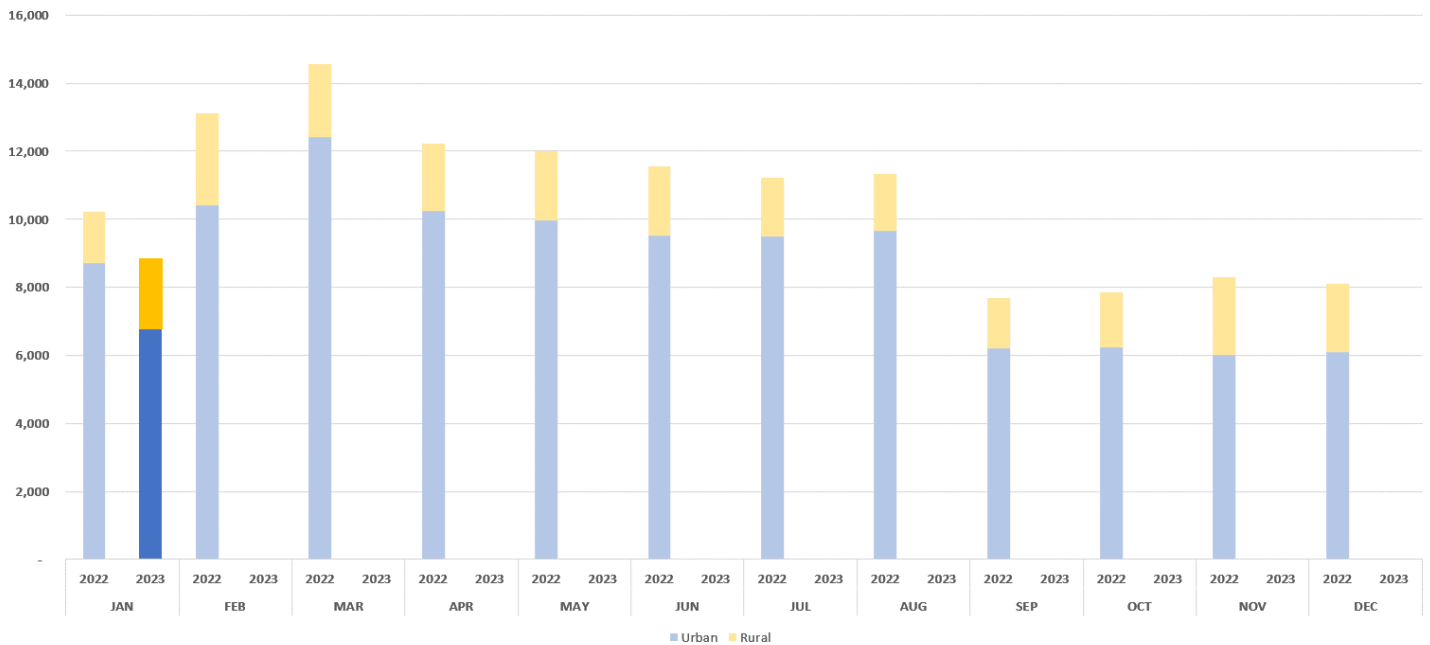


# Demand Response Transit

Demand Responsive Trips



On Demand Trips

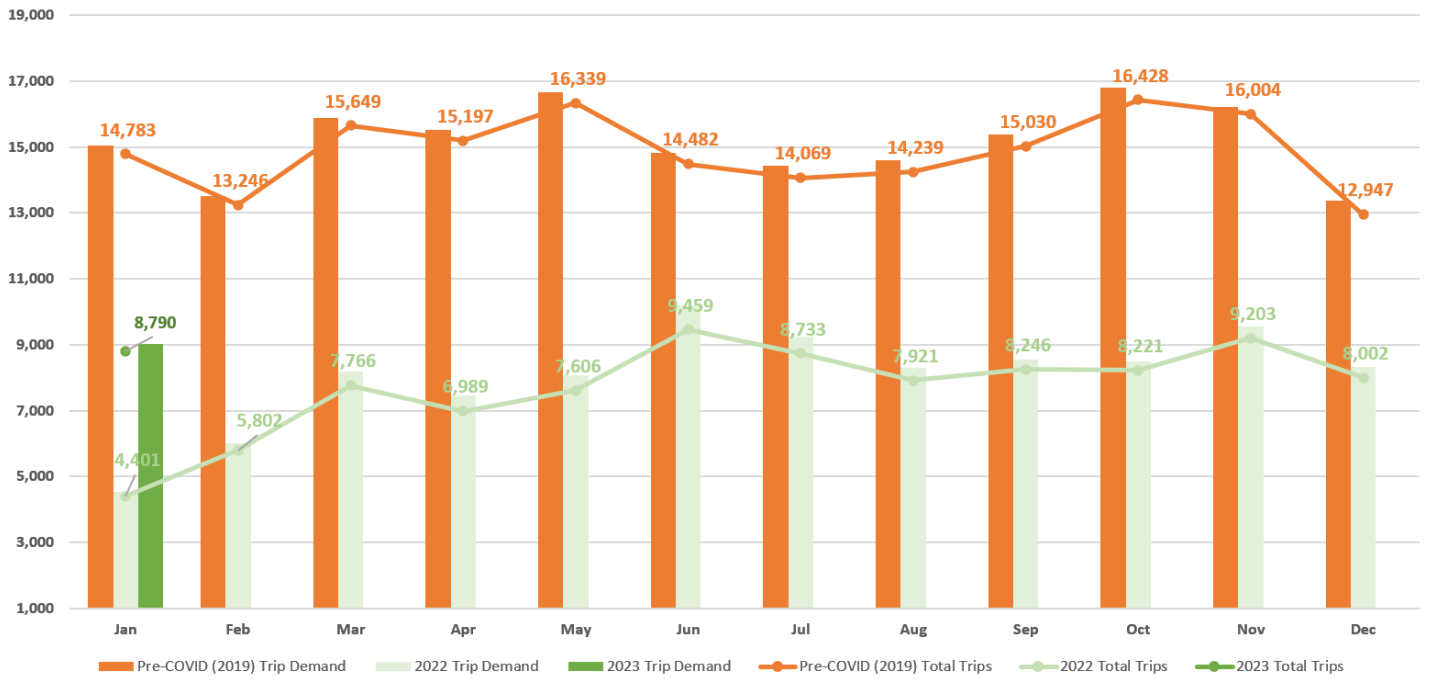


		JAN 2023	YTD 2023
R U R A L	Uxbridge	900	900
	Brock	456	456
	Scugog	916	916
	Pickering	96	96
	Whitby	31	31
	Oshawa	-	-
<b>Clarington</b>		<b>1,960</b>	<b>1,960</b>

		JAN 2023	YTD 2023
U	Pickering	1,170	1,170
R	Ajax	950	950
B	Whitby	1,444	1,444
A	Oshawa	702	702
N	Clarington	503	503

Note: Rural Uxbridge and Scugog figures include trip pickups within urban Uxbridge and Port Perry areas.

### Specialized Transit Trips



### Definitions:

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

**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, the customer declined to accept the trip option provided by the booking agent, or DRT did not have available capacity to accommodate the trip request.

### Results

As part of service enhancements in September, new schedule service routes replaced On Demand in several urban areas of the Region.

In January 2023, On Demand delivered a total of 17,638 trips, including 8,790 trips for customers registered with Specialized Services.

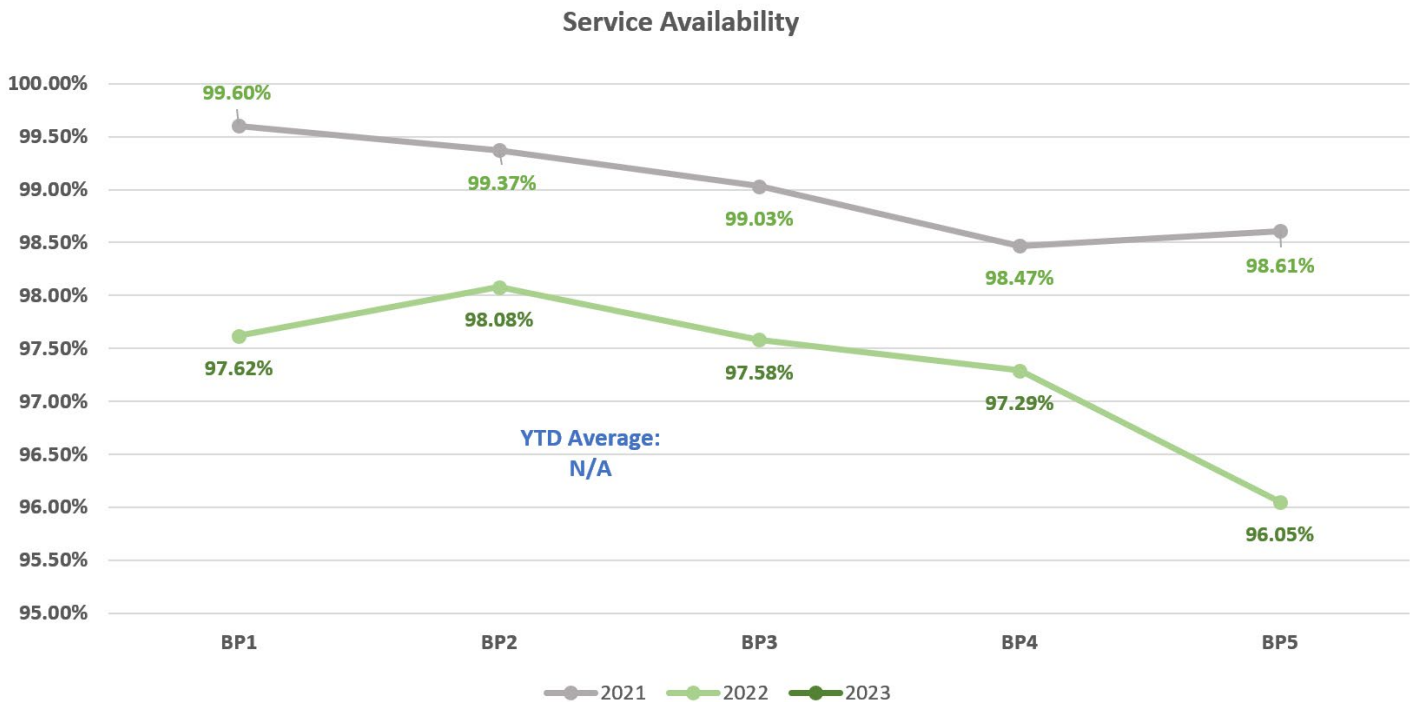
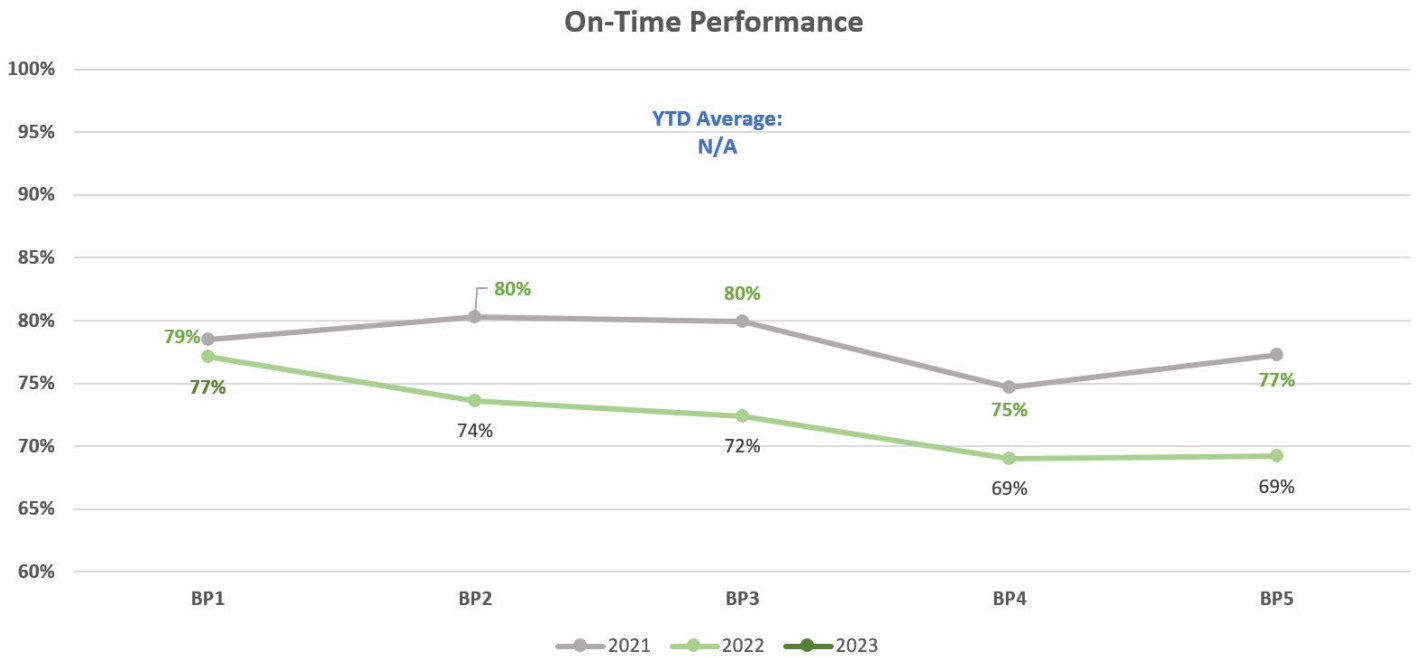
On Demand and Specialized Services were merged in September and trips were scheduled through the demand response platform. The current platform is unable to report unaccommodated trips.

### Action Plan

Initial challenges with the current scheduling platform have been resolved. A new On Demand platform will be launched in the coming months to further enhance the customer experience and realize efficiencies through the integrated demand response service.

# Service Delivery

## On Time Performance and 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 80 per cent. OTP is reported for each service period.

Service availability is a measure of the actual service delivered by DRT as a percentage of scheduled revenue service. The service availability target is 99.5 per cent. Service availability is reported for each service period.

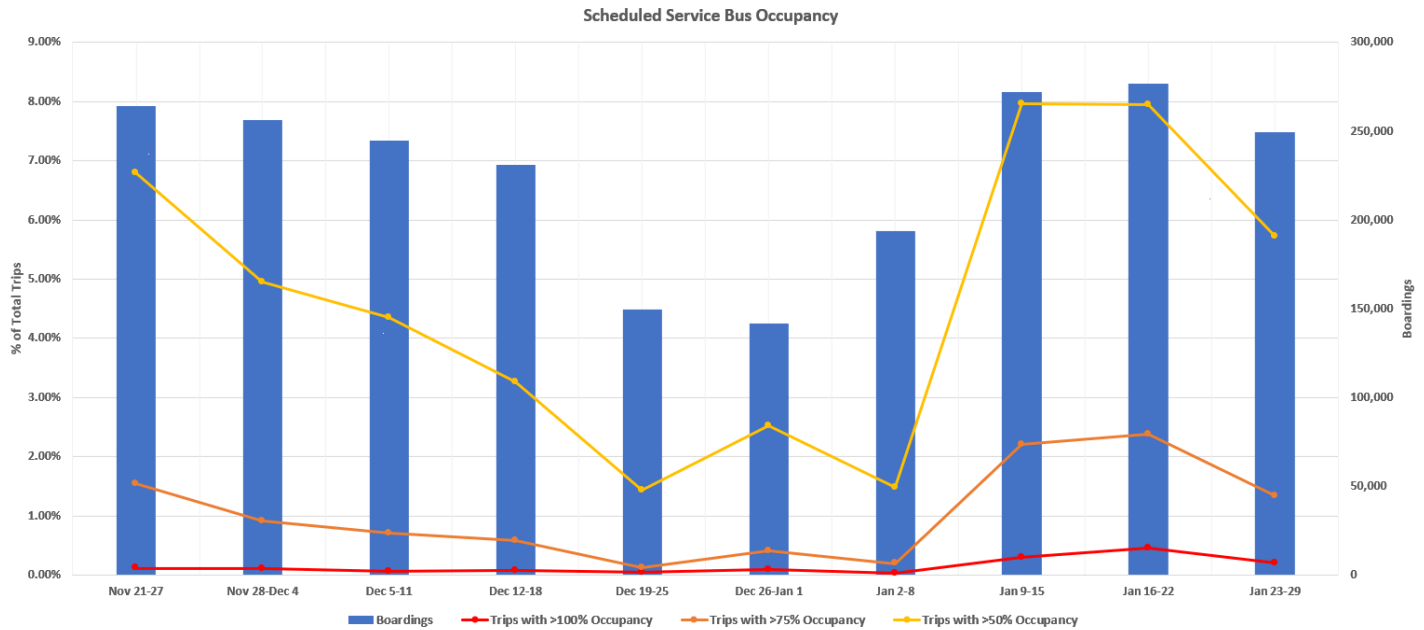
### **Results**

OTP and service availability for the 2023 service period one will be reported in May.

### **Action Plan**

Not applicable for this report.

# 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 overall vehicle capacity. The data accounts for the differences in capacity for regular and articulated buses.

## Results

During the week January 16-22, 2023, approximately 92 per cent of all trips were below 50 per cent of maximum occupancy, with approximately 2.5 per cent of trips exceeding 75 per cent maximum occupancy. Approximately 0.5 percent of trips exceeded planned bus capacity.

Bus operators recorded 383 bus full occurrences in January, compared to 10 in January 2022, and 225 in November 2022.

## Action Plan

The transit network continues to provide adequate capacity for current customer demand. Where trips are experiencing capacity limits, Transit Control are assigning additional service to mitigate impacts to customers.

# Updates

## **1. Primary Care Outreach Program (PCOP) Partnership with DRT**

From time to time DRT reach out to the Region's Primary Care Outreach Program (PCOP) to support individuals at risk who are interacting with DRT services and facilities.

PCOP is a mobile outreach services from an Advance Care Paramedic and Social Worker working with community partners to deliver services and help individuals connect with community supports. The Advance Care Paramedic provides assessments, triage and interventions, including blood glucose testing for diabetic clients, medical counselling, referrals for medical care, and other supports for physical health. The Social Worker provides client engagement and assessment, service navigation and referrals to community supports such as addiction and mental health agencies, and counselling for crises, depression, substance abuse, attempted suicide, trauma and other health concerns.

Recently and prior to the scheduled removal of a bus shelter, DRT received several resident complaints concerning a homeless person who had been occupying the bus shelter. DRT staff contacted PCOP, and the PCOP team visited the person twice a week, for weeks, offering support and assistance to the individual. Staff coordinated with the PCOP team to be on site to support the individual while the shelter was removed, and they visited the week before to ensure the individual was aware that the shelter would be removed and reallocated to a priority bus stop location.

On the scheduled day of removal, DRT staff were on site to support the individual and vendor performing the work. The PCOP team also attended to support the individual, who left the shelter willingly, choosing to leave his belongings behind in the shelter. DRT staff worked with the vendor that provides cleaning and waste management services for bus stops, to clean the shelter and remove the belongings.

DRT staff truly appreciate the assistance of the PCOP team and their crucial work supporting clients and at-risk individuals in our community.

## **2. Partnering in Mobile Clinics for the Community Paramedic Program**

During the COVID response, DRT collaborated with Region of Durham Paramedic Services (RDPS) to roll out three "mobile clinics". Since then, RDPS has realized the operational value a vehicle with the ability to treat multiple patients at once and provide mobile clinics through their community programs department. RDPS will be seek approval of the Health & Social Services Committee and Council to expand its partnership with Durham Region Transit (DRT) to make this a reality.

This partnership would result in DRT transferring ownership for one of the existing mobile clinic buses to RDPS. The bus would be stored, serviced, and maintained by DRT, with equivalent internal cross charges to RDPS. DRT would provide driver training and license certification for RDPS staff who will operate the Mobile Clinic.

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



## Durham Region Transit Report

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To: Durham Region Transit Executive Committee  
From: General Manager, Durham Region Transit  
Report: #2023-DRT-07  
Date: March 8, 2023

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**Subject:**

2023 Durham Region Transit Business Plan and Budget

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**Recommendation:**

That the Transit Executive Committee (TEC) recommends to the Finance and Administration Committee for subsequent recommendation to Regional Council that the 2023 Durham Region Transit Business Plans and Budget be approved.

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**Report:**

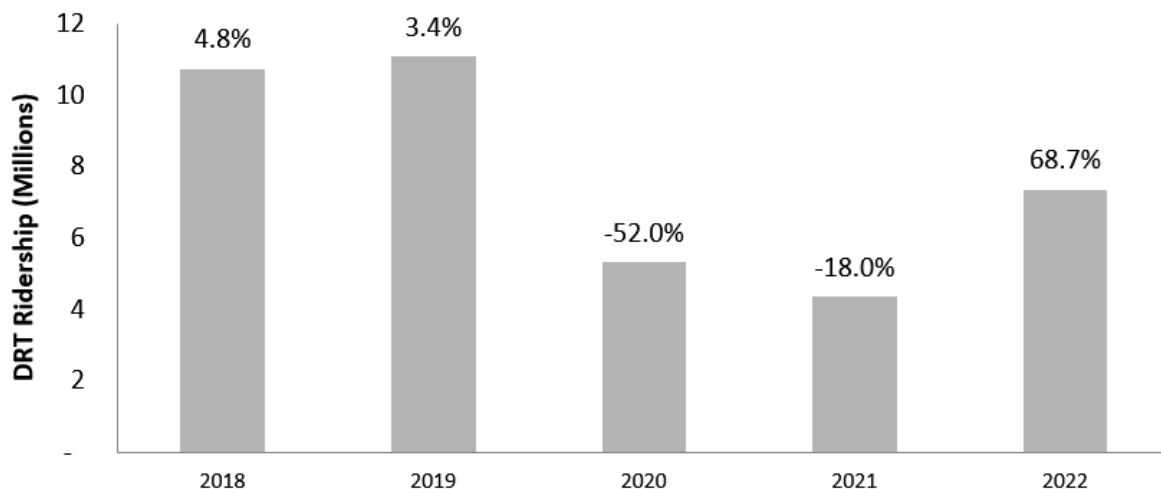
**1. Purpose**

1.1 The purpose of this report is to obtain TEC's concurrence with the 2023 Business Plan and Budget for Durham Region Transit (DRT). The DRT 2023 Business Plan and Budget will be referred to the Finance and Administration Committee for consideration during deliberations of the 2023 Property Tax Supported Business Plans and Budget.

**2. Background**

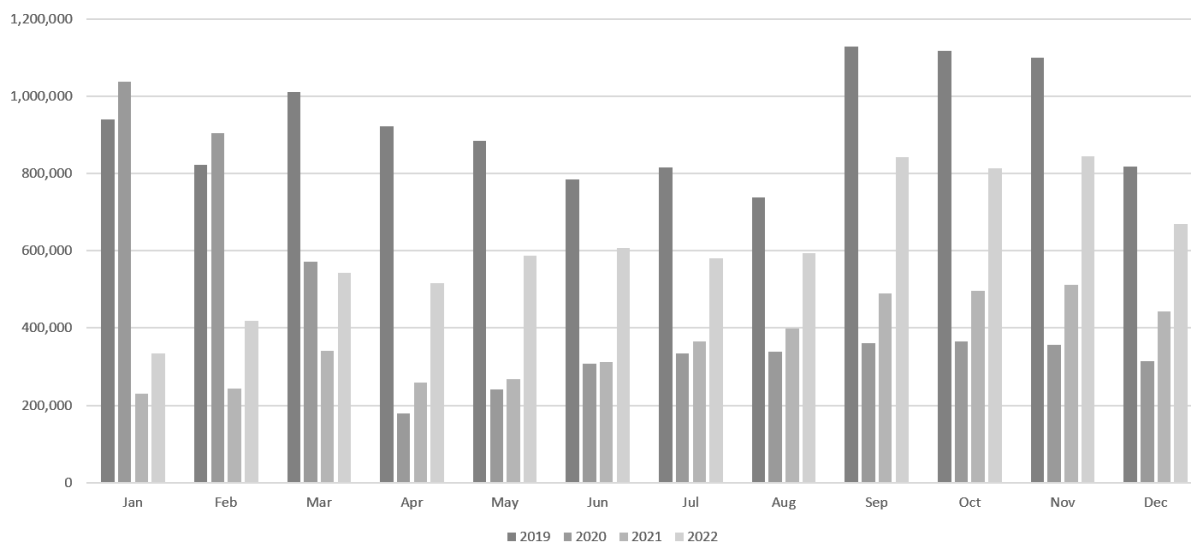
2.1 During 2022 DRT saw strong signs of ridership recovery from the COVID-19 pandemic. Annual ridership for 2022 was 7.4 million, an increase of 68 per cent from 2021. Final 2022 ridership reached 67 per cent of DRT's peak pre-pandemic ridership level in 2019 (11.1 million). For 2022, 98 per cent of total ridership was served by scheduled bus service, with 1.5 per cent by DRT On Demand and 0.5 per cent by Specialized Services. Figure 1 compares annual changes in ridership over the past five years:

Figure 1: Annual DRT Ridership (2018 to 2022)



2.2 Another positive ridership trend in 2022 was that monthly ridership totals surpassed 2021 totals in each month of the year. Figure 2 highlights the change in monthly ridership throughout 2022 compared to 2021, 2020 and 2019. Ridership in December 2022 and January 2023 reached 82 per cent and 85 per cent of pre-pandemic levels, respectively.

Figure 2: Monthly DRT Ridership (2019 to 2022)



2.3 Final fare revenues for 2022 (including U-Pass) are projected to be \$22.5 million of the budgeted total of \$20.3 million or 111 per cent of the 2022 budgeted amount and 79 per cent of pre-pandemic (2019) levels. The year-end revenue totals were the strongest that DRT has seen since the start of the pandemic and



another positive indicator of ridership recovery. On a monthly basis, fare revenues did demonstrate growth over the course of the year exceeding 80 per cent of 2019 monthly revenues during the fourth quarter of the year. Funding continued to be made available through Phase 3 and 4 of the Safe Restart program to assist transit agencies in Ontario and across the country with the impacts of the COVID-19 pandemic and have helped to offset ongoing fiscal impacts to DRT in 2022.

- 2.4 With the discontinuation of the paper Access Pass in October 2022, DRT supported customers in shifting to the Transit Assistance Program (TAP) available on PRESTO cards. This represented the last of DRT's paper period passes as customers shift to contactless fare payment. Monthly fare payment by PRESTO increased from less than 40 per cent of customers at the end of 2019 to 85 per cent in 2022. Paper tickets continue to be made available on a limited basis to community and social agencies only. Cash fare payments continued to be used by eight per cent in 2022, down from 12 per cent in 2019.

### **3. Previous Reports and Decisions**

- 3.1 The Transit Service and Financing Strategy (2023-2032) report ([#2023-DRT-05](#)) was approved by the Transit Executive Committee at its meeting on February 8, 2023, outlining investments required over the next 10 years to achieve Council's transit priorities.
- 3.2 The Transit Service and Financing Strategy (2023-2032) report ([#2023-F-5](#)) was approved by the Finance and Administration Committee at its meeting on February 14, 2023 and Regional Council on March 1, 2023.
- 3.3 The 2023 Regional Business Plans and Property Tax Supported Budget Guideline report ([#2023-F-1](#)) was approved by Regional Council at its meeting on February 1, 2022, setting the 2023 Property Tax Guideline.
- 3.4 On June 29, 2022, Regional Council approved the E-Mission Zero - DRT Fleet Electrification Plan ([#2022-DRT-10](#)) to transition DRT fleet vehicles to zero emission technologies by 2037. This report also identified potential Federal financing and funding opportunities to help offset a portion of the incremental capital costs of the transition. A key next step was execution of a Memorandum of Understanding with the Canada Infrastructure Bank in June 2022, and completion of due diligence on the financing framework for establishment of a credit agreement supporting the purchase of zero emission buses.

#### **4. Overview**

- 4.1 The recommended 2023 DRT Business Plan and Budget meets the Council approved guideline for the 2023 Property Tax Supported Business Plans and Budgets and is aligned with the Transit Service and Financing Strategy (2023-2032).
- 4.2 The 2023 DRT Business Plan and Budget supports the following five goals of the Region's Strategic Plan:
- a. Environmental Sustainability
  - b. Community Vitality
  - c. Economic Prosperity
  - d. Social Investment
  - e. Service Excellence
- 4.3 The recommended 2023 DRT Department Business Plan and Budget includes \$199.2 million in gross expenditures requiring \$80.8 million in property tax funding with the remaining funded by program and fare revenue, development charges, provincial and federal COVID-19 funding, provincial gas tax, provincial and federal grant funding (e.g., Investing in Canada Infrastructure Program, Zero Emission Transit Fund), reserves and reserve funds, and debenture financing both directly from the capital markets and that offered through the Canada Infrastructure Bank (CIB).
- 4.4 The recommended 2023 DRT Business Plan and Budget provides operating and capital funding for the following divisions:
- a. Administration
  - b. Operations
  - c. Maintenance
  - d. Specialized Service
  - e. Northern Service
  - f. Facilities Management

#### **5. 2022 Accomplishments**

- 5.1 Despite the challenges presented throughout 2021 by the COVID-19 pandemic, DRT had several notable achievements related to meeting ridership demands, responding to increasing safety requirements for customers and staff, and innovating service delivery throughout 2021:

- a. Supported ongoing recovery from the COVID-19 pandemic, while adapting service levels to reflect ridership demand, achieving year end ridership of 7.4 million, a 68 per cent increase over 2021.
- b. Launched new service enhancements, including the introduction of two new PULSE routes, the 915 and 916, further expanding the rapid bus network. Five new local routes, the 211, 222, 319, 409 and 423, were launched to connect residents to frequent DRT services, and key destinations including the GO rail network. The 920, connecting Harmony Terminal to McCowan Station, was increased to operate every 15-minutes all day. A second overnight route, the N2, was extended to operate all night every 30 minutes and to connect with General Motors of Canada's Oshawa Plant. Finally, more than 10 routes were enhanced to operate every 15 minutes or better.
- c. Integrated Specialized Services with On Demand providing service equity for customers while delivering approximately 4,000 weekly trips. Through this integration, customers registered with Specialized Service benefit from the same travel flexibility and real time trip booking options available to other On Demand customers.
- d. Implemented DRT branded On Demand service ensuring customer confidence and a consistent experience across the Region.
- e. Delivered more than 110 free trips to vaccination clinics across Durham Region through DRT On Demand with the support of Ontario Power Generation.
- f. Commissioned and deployed DRT's first 10 diesel-electric hybrid buses purchased with funding through the Investing in Canada Infrastructure Program.
- g. Finalized purchase orders for DRT's first six battery electric buses with funding through the Canada Community-Building Fund. The buses are expected to be deployed into service in 2024.
- h. Received Council approval for DRT's E-Mission Zero fleet electrification plan. Under the plan DRT will transition its fleet to zero emission technologies by 2037 with only zero emission vehicles purchased as of 2024.
- i. Launched a Next Bus digital signage pilot program at four locations including Oshawa Centre Terminal, Pickering Parkway Terminal, Ontario Tech/Durham College North Campus Terminal and Bowmanville (Clarington Boulevard & Prince William Boulevard). The signs are solar-powered and provide live updates about bus departure times. The devices are also equipped with a text-to-speech function for customers with visual impairments.

- j. Collaborated with the Rapid Transit Office (RTO) to conduct a public review of design options for Highway 2 median-lane Bus Rapid Transit (BRT) shelters. Approximately 500 people participated in the review with 290 comments received and 175 suggestions to improve the shelter design.
  - k. Phased out the paper Access Pass and supported eligible customers in switching to the Transit Assistance Program (TAP) available on PRESTO cards. Currently more than 1,500 customers per month are benefiting from the discounted cost of TAP. Since the introduction of TAP in late 2019 through December 2022, the program has enabled more than 293,000 trips on DRT at no charge, saving Durham's at-risk residents an estimated \$955,000 in transit fares.
- 5.2 These accomplishments are in addition to ongoing work that has continued to progress during 2022 to advance key transit infrastructure and modernization projects, including Investing in Canada Infrastructure Program projects (ICIP), preparations for the Lakeshore East GO train extension, modernizing the transit organization, and participation in service and fare integration efforts with the Province and partner transit agencies within the Greater Toronto and Hamilton area.

## 6. 2023 Strategic Highlights

- 6.1 The proposed 2023 DRT Business Plan and Budget net property tax budget of \$80.8 million supports continued service enhancements as part of service recovery from the COVID-19 pandemic, investments in growth infrastructure and fleet electrification, maintaining core service requirements and assets, actively engaging customers and stakeholders, and planning for the future of DRT. This includes:
- a. The proposed 2023 DRT Business Plan and Budget provides for up to 525,470 hours of conventional service and 65,178 hours of On Demand service throughout rural and low demand urban areas of the Region. The 2023 service plan includes an increase of 27,178 hours above the adjusted 2022 base service hours which includes nine new operator positions to deliver the service. The 2023 service plan provides for:
    - 15 minute weekday daytime frequency on the 905 between Whitby Station and Simcoe/Britannia;
    - extend the 302 to the North Campus Terminal during weekday evenings and weekends;

- provision of additional scheduled bus service to replace On Demand service as demand warrants;
- introduction of weekend daytime service on the 423; and
- an increase of nearly 8,000 additional On Demand hours to meet new growth and demand in rural areas.

The total annual cost of the 2023 service plan enhancements (net \$0.4 million in projected fare revenue) is \$2.5 million.

- b. Capital investments totaling \$83.2 million that includes: acquisition of twenty-two additional growth battery electric buses to be delivered in 2025 (\$35.4 million); electric vehicle charging infrastructure and related equipment (\$6.2 million); advancing planning, design and engineering for DRT's new facility in north Oshawa to support fleet electrification (\$2.0 million); 15 diesel bus replacements (\$12.2 million); construction of Harmony and Windfield Farms terminals (\$7.0 million); and various other infrastructure and equipment related capital projects (\$4.6 million). Capital investments also include the previously approved Investing in Canada Infrastructure Program (ICIP) projects including: Raleigh administration building construction (\$11.6 million), advanced fuel and fluid management system (\$1.3 million), and bus stop infrastructure improvements (\$2.9 million).
- c. As a result of network realignment, scheduling efficiencies and delivery of demand responsive services in rural and low demand urban areas, DRT planned to reduce its fleet size from 188 buses at the beginning of 2022 to 157 buses. With the approval of the 10-year Transit Service and Financing Plan, continued supply chain challenges and ongoing vehicle repair needs, 22 buses originally scheduled for retirement will be maintained in the fleet at this time to ensure fleet availability to meet service growth plans. Vehicles will be retired as appropriate, allowing for savings from repair costs to keep these vehicles in operation (-\$0.5 million).
- d. Further to approval by Regional Council at its March 1, 2023 meeting as part of the Transit Service and Financing Strategy (2023-2032), a \$0.10 increase to the base adult fare will be implemented effective July 1, 2023 with proportional adjustment to other fare concessions per the established discount rates (\$0.5 million in increased revenue in 2023, the annualized impact is an increase of \$0.9 million in revenue).
- e. DRT's current U-Pass Agreement with Durham College, Ontario Tech University and Trent University (GTA Campus) expires as of August 31,

2023. All parties have expressed interest in negotiating a new multi-year agreement. For the purposes of the September 1, 2023 to August 31, 2024 academic year, a one year extension is proposed with a 1.9 cent fee adjustment increasing the U-Pass cost by \$2.75 per four month semester from \$147.25 to \$150.00 (\$60,000 in increased revenue in 2023, annualized impact is an increase of \$130,000). DRT will work with the post-secondary institutions to establish a framework for a multi-year agreement to take effect September 1, 2024, subject to the approval of Region Council.

- f. Increase in the payment to PRESTO in accordance with the Metrolinx-905 transit agency operating agreement for increasing ridership (\$0.6 million). Ridership is projected to be an estimated 10.0 million passengers in 2023 based on ridership trends and planned service and ridership recovery efforts. This is approximately 90 per cent of pre-pandemic ridership levels.
  - g. Under DRT's Public Vehicles Operating License for the transportation of passengers within Durham Region and to neighbouring municipalities, the provision of charter services was strictly prohibited. With the repeal of the Public Vehicles Act by the Province on July 1, 2021, under Bill 213, these restrictions have been removed. In accordance with the Transit Service and Financing Strategy (2022-2023) approved by Council on March 1, 2023, DRT will establish a charter service rate of \$925.00 per 12 meter conventional bus for a minimum four hour booking. Additional hours can be booked at a rate of \$130.00 per hour, and additional buses at a rate of \$505.00 per vehicle. Charter rates have been set on a full cost recovery basis considering all expenditures incurred for the operation and servicing of the vehicle and administration such as planning and supervision (\$0 net impact). DRT will focus on launch of the charter service program in 2023 and report back to TEC, Finance and Administration Committee and Council on initial uptake and any required program adjustments as part of the 2024 Business Plan and Budget process.
  - h. Continue strategic planning activities to support DRT's long- term planning and continuous improvement efforts, including development of a workplace safety program related to fleet electrification, integration of on-time performance analytics platform, dispatch and control centre process improvements, and emergency management process study (at a combined cost of \$0.6 million).
- 6.2 The DRT 2023 Business Plan and Budget provides for 18 new full time positions, in addition to the 9 new full time operators required to deliver the service enhancements, including:

- a. seven service person positions to address increasing capacity and enhanced vehicle servicing; three apprentice mechanics to mitigate attrition impacts and recruitment challenges in the current labour market for skilled trades persons; two maintenance supervisors to expand capacity and reduce overtime; two operations supervisors in support of service growth; one maintenance technical specialist to meet increasing technical vehicle requirements required for the transition to zero emission vehicles as well as other new technologies as they are developed; one store-person to support on-going deployment of Enterprise Maintenance Management System (EMMS) needs; one project manager of technical specifications and support required for significant procurement and project management requirements to ensure contract performance and accountability; and one project manager of contracted service delivery to lead the management of third party contractors operating transit services on behalf of DRT and to advance DRT's emergency management processes in collaboration with the Emergency Management division (at a combined cost of \$1.2 million in 2023 and \$2.2 million annualized).
  - b. The 2023 Business Plan and Budget also provides for the conversion of four full time operator positions to full time instructor positions reflecting the increasing and expanding training requirements within the organization (\$0.1 million).
- 6.3 While DRT anticipates full ridership recovery by 2024/25, the COVID-19 pandemic will continue to have impacts on projected fare and advertising revenues. The 2023 proposed budget has been structured to be flexible and responsive to ridership changes during the pandemic recovery. While senior government funding to offset the continued financial impacts from the pandemic has not been confirmed beyond December 31, 2022, the 2023 budget includes a provision of \$3.2 million to offset the following projected temporary financial impacts:
- a. 2023 fare revenues (including U-Pass) are projected at \$27.7 million, or 92 per cent of pre-pandemic levels (2020 budgeted revenues), an increase of \$7.5 million from 2022 budgeted levels (a decrease of \$2.4 million from pre-pandemic levels);
  - b. 2023 advertising revenue is projected to continued to be lower than pre-pandemic levels due to the ongoing impacts of the pandemic (a decrease of \$0.5 million from 2020 budgeted level); and
  - c. Cost for washroom facilities for operators (\$0.3 million).

- 6.4 DRT and Region staff continue to support advocacy to the provincial and federal governments through transit industry and municipal associations for the need for additional Safe Restart funding in 2023 and beyond given expectations that the transit industry will not fully recover from the pandemic until 2024-25. Should the provincial and federal governments not extend additional funding support to maintain service levels, the Region will need to consider the use of stabilization reserve funds. Otherwise, further cost mitigation measures will be required.
- 6.5 The proposed budget includes an increase in base property tax funding to permanently provide for the daily bus cleaning and disinfecting procedures introduced during the pandemic to provide confidence in the safety of transit operators for DRT customers and staff. This includes \$0.3 million in cleaning and disinfecting products, janitorial services, and staff personal protective equipment and supplies.
- 6.6 Throughout 2023 DRT will continue to advance key projects that support the Region's climate change objectives including finalizing acquisition and installation of charging infrastructure and utility upgrades at DRT's Raleigh Depot in Oshawa prior to the delivery of DRT's first battery electric buses in 2024 (2019/2020 Canada Community-Building Fund), the continued implementation of solar lighting in DRT bus shelters (2020 ICIP funding), and evaluating lighting solutions for remote bus stops.
- 6.7 DRT will also be implementing its fleet electrification plan, including the purchase of 22 growth battery electric buses in 2023 (to be delivered in 2025) and related charging equipment leveraging federal funding through the Zero Emission Transit Fund and financing through the Canada Infrastructure Bank. Approvals will be required by Finance and Administration Committee and Council as part of DRT's 2023 Business Plan and Budget to execute a credit agreement with the Canada Infrastructure Bank for low interest financing towards the incremental cost of a battery electric bus compared to a diesel bus. Key terms of the financing program include:
- a. Establishment of a credit facility of up to \$61.9 million towards the purchase of up to 98 buses based on forecasted fuel and maintenance savings for electric buses compared to diesel buses over the full 12 year life cycle;
  - b. Financing rate of 1 per cent interest annually, charged only on the funds drawn from the credit facility;



- c. Agreement on a multi-year battery electric bus implementation schedule allowing for multiple draws on the credit facility over the implementation period, as necessary;
- d. Four year availability period for financing through December 31, 2027, with a repayment term of 12 years for each draw. The credit term is scheduled to end in Jan 31, 2039;
- e. Debenture financing provided by the CIB will contribute towards a portion of the capital acquisition costs of buses. The Region's repayment obligation (principal and interest) is based on the lower of the agreed percentage of forecasted savings or deemed savings from the operation of battery electric buses compared to diesel buses;
- f. The Region will be required to budget for the projected debt servicing costs for draws on this credit facility; and
- g. The amount of the credit facility and the duration of the period for which it is available may be increased upon the request of the Region and agreement by the CIB, in its sole discretion.

## **7. 2023 Risks and Uncertainties**

### **7.1 Several key risks may impact DRT in 2023 and beyond, including:**

- a. Ongoing and residual impacts of the COVID-19 pandemic generally expected within the transit industry for another one to two years before public transit ridership reaches pre-pandemic levels.
- b. Long-term impacts of the pandemic on work, school and leisure travel patterns, particularly the extent to which employers and schools may continue with remote work and learning arrangements in whole or in part.
- c. The Safe Restart Program funding has supported transit operating pressures resulting from the COVID-19 pandemic and mitigated significant service cuts during the critical ridership recovery period. Under Phase 4 of the program announced by the province in December 2022, transit agencies are unable to carry over any unused funding to 2023 to help offset ongoing pandemic related cost and revenue impacts. The Canadian Urban Transit Association and Ontario Public Transit Association continue to advocate to the federal and provincial governments on the need for additional support to transit agencies to address the ongoing impacts of the pandemic. It is unknown at this time whether any additional operating funding for transit will be made available in 2023 and beyond.
- d. The Province has confirmed the 2022-23 Provincial Gas Tax program funding allocations will be topped up to make up for lower gas sales. This

will ensure Durham's allocation is roughly equivalent with the previous year (\$9.35 million for 2022-23 versus \$9.37 million for 2021-22). However, it is unknown whether funding will remain at the same level for future years.

- e. DRT, and the transit industry more broadly, continue to face pressures resulting from supply chain constraints for parts and equipment, and longer than normal production timelines for new vehicles (i.e. up to 24 months). Timely repair and refurbishment needs for buses continue to be important to mitigate major repair costs and ensure service availability.
- f. Fuel price fluctuations and weather-related impacts on facility and bus stop maintenance expenditures is a regular and ongoing uncertainty.

## 8. Future Budget Pressures and Opportunities

8.1 DRT's 2023 Budget and Business Plan includes the following items that will have an impact for the 2024 budget, these include:

- a. Annualization of the eighteen new (non-service plan) positions included in the 2023 budget (estimated incremental impact on the 2024 budget of \$1.0 million).
- b. Annualization of the fare adjustments proposed to take effect July 1, 2023 (estimated incremental impact on the 2024 budget of -\$0.4 million).
- c. Potential reallocation of provincial gas tax funds from the operating budget back to the capital budget to meet the forecasted vehicle replacements projected for 2024.

8.2 Beyond 2022-23 there is uncertainty with Durham's share of Provincial Gas Tax revenues due to the impacts of the COVID-19 pandemic or other trends impacting Ontario gasoline sales. The 2021-2022 Gas Tax program allocation was the first to reflect impacts of the COVID-19 pandemic based on 2020 ridership and gasoline sales. The Province announced in late 2021 that municipal Gas Tax allocations for 2021-22 would be topped up to 2020-2021 program levels, through a one-time \$120 million provincial commitment to help mitigate the impacts of COVID-19. A similar top up has been announced by the Province for 2022-23 with a one-time \$80 million contribution. It is unknown whether future provincial gas tax allocations will be affected.

8.3 DRT continues to be well below comparator transit agencies in Ontario and the Greater Toronto and Hamilton Area (GTHA) in revenue service hours per capita, in some cases up to 50 per cent less. A competitive transit network supports economic development by enabling seamless and timely travel to employment,

training and education opportunities across the Region. Implementation of the Transit Service and Financing Strategy (2023-2032), including investment from the Region and other orders of government, are crucial to achieving Council's vision for transit in Durham.

- 8.4 Consistent with the Transit Service and Investment Strategy (2023-2032), significant investments are required over the ten-year plan to grow service, advance fleet electrification, expand infrastructure and improve passenger amenities. This includes:
- a. Significant service expansion including annual increases to an additional 625,000 revenue service hours by 2032.
  - b. Acquisition of 325 growth and replacement battery electric buses and associated charging infrastructure that will support the transition of up to 90 per cent of DRT's fleet to zero emission technologies by 2032.
  - c. Capital and operating impacts for the new maintenance and storage facility to be constructed at 2400 Thornton Road in north Oshawa.
  - d. Upgrades and expansion to transit terminals including Harmony, Pickering Parkway and Windfield Farms.
  - e. Completing bus stop safety and accessibility improvements (e.g. hard surfacing, lighting installations) by 2025 in accordance with the *Accessibility for Ontarians with Disabilities Act*.
- 8.5 It is acknowledged that annual property tax increases over the plan will be required starting at approximately 2 per cent per year on the overall Regional tax levy. The annual property tax impacts will be reviewed and updated annually based on senior government funding confirmations and current information with a goal to smooth out the annual property taxpayer impacts.

## 9. Relationship to Strategic Plan

- 9.1 This report aligns with/addresses the following strategic goal and priorities in the Durham Region Strategic Plan.
- a. Goal 5 Service Excellence – to provide exceptional value to Durham taxpayers through responsive, effective, and fiscally sustainable service delivery. By responsibly managing the Region's financial assets, the proposed 2023 DRT Business Plan and Budget looks to optimize resources to deliver services and critical infrastructure for current and future generations.

9.2 The Strategic Priorities section of the 2023 DRT Business Plan and Budget document further highlights planned activities for the current budget year which will contribute to the achievement of the Region's priorities outlined in the Region's Strategic Plan.

## **10. Conclusion**

10.1 The recommended 2023 DRT Business Plan and Budget meets the Council approved guideline for the 2023 Property Tax Supported Business Plans and Budgets, is aligned with the Transit Service and Financing Strategy (2023-2032), and supports DRT's role in delivering safe, accessible, and reliable public transit services.

10.2 It is recommended that the Transit Executive Committee approve the 2023 Business Plans and Budget for DRT and forward this report to the Finance and Administration Committee for consideration during the budget deliberations of the 2023 Property Tax Supported Business Plans and Budget.

10.3 This report has been reviewed by the Finance Department and the Commissioner of Finance/Treasurer of DRT concurs with the recommendation.

## **11. Attachments**

11.1 The detailed 2023 Business Plans and Budget for DRT is attached.

Respectfully submitted,

Original Signed by:

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Bill Holmes  
General Manager, DRT

Recommended for Presentation to Committee

Original Signed by:

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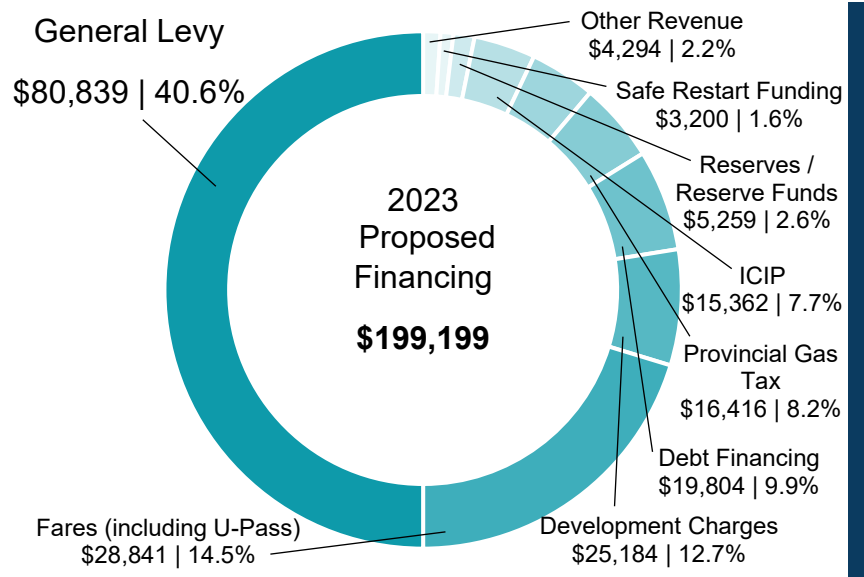
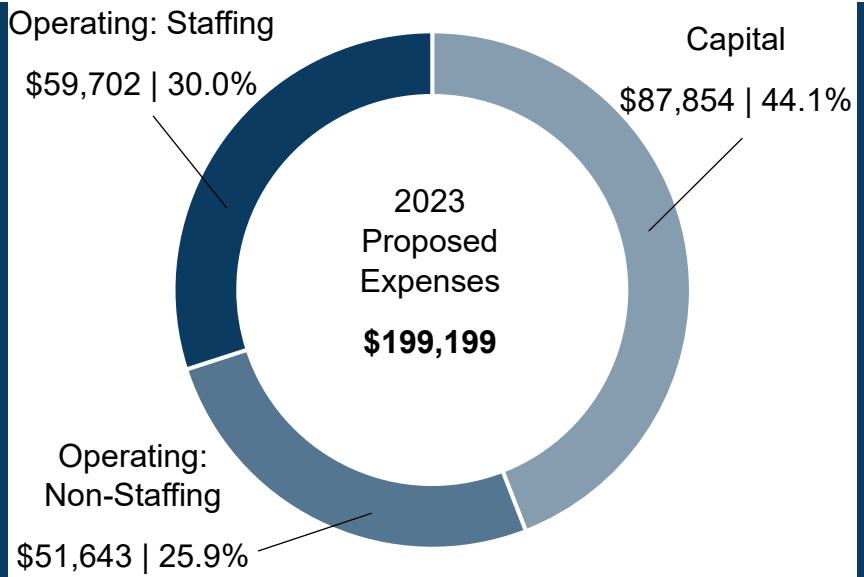
Elaine C. Baxter-Trahair  
Chief Administrative Officer



# Durham Budget 2023

## DURHAM REGION TRANSIT

As one of Ontario's largest regional transit systems, serving 8 unique area municipalities over 2,500 square kilometres, DRT delivers an integrated transit network through innovative, connected, and competitive mobility services so Durham residents and visitors can use public transit to conveniently get to where they need to go and to encourage more livable and healthy communities



Amounts are in \$,000's



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Appendix B:            2023 – 2032 Durham Region Transit Capital Forecast

# Major Programs and Services

## **Durham Region Transit**

### **Administration**

Support the Regional service delivery and provincial reporting requirements of the Commission, plan and schedule fixed routes and demand-responsive services, provide clerical and technical support to the various internal groups at DRT and interface with other Region of Durham Departments for corporate support services.

### **Operations**

Manage and deliver safe, reliable, and fully accessible conventional transit fixed-route service, as well as demand-responsive transportation services where fixed-route service is unavailable.

### **Maintenance - Equipment**

Manage and maintain DRT's vehicle fleet, equipment, tools, and maintenance contracts, so that DRT's capital assets remain in a state of good repair, provide safe and ready transportation for customers and employees, and are maintained, replaced and/or expanded as needed.

### **Specialized Services**

Provide demand-responsive, origin-to-destination transportation services, including eligible persons with disabilities using the full range of available public transportation services.

### **Northern Service**

Manage and administer conventional and demand-responsive services in the North Durham communities of Scugog, Uxbridge, and Brock Townships.

### **Facilities Management**

Provide overall lifecycle management of all Regional transit facilities and infrastructure. Services include facility maintenance and servicing of DRT facilities and infrastructure to ensure they remain safe and in a state of good repair.

### **Debt Service**

To fund debt servicing costs for current and future major capital projects.

### **Headquarters Shared Cost – Durham Region Transit Portion**

The allocated share of costs attributable to Durham Region Transit for the operation of Regional Headquarters facility.

### **Major Capital**

Consolidated capital program for Durham Region Transit.

# Strategic Priorities

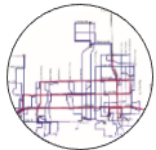
For 2023 some of the key priorities and planned actions focus on:

## Environmental Sustainability



Continued investment towards innovative and alternative fuel vehicles offering zero or near-zero emissions, such as electric vehicles

## Community Vitality



Implement the Transit Service and Financing Strategy (2023-2032) to improve access to a frequent and reliable transit network across the Region



Continue the eligibility review process to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA), supporting fairness and equity for all customers eligible for specialized services

## Economic Prosperity



Continue to investigate, test, and deploy new mobility models and systems to showcase Durham as an innovative and forward-looking jurisdiction



# Strategic Priorities Continued

## Service Excellence



Continue recovery of ridership while continuing to maintain customer confidence in DRT as a healthy, safe and competitive travel option



Service enhancements to promote healthy transportation choices through optimizing a robust transit network leveraging fixed route service and demand responsive service



Asset replacement principles that are based on financial sustainability and optimizing the life span of major assets



Continue enhancement of the new demand response service amalgamating On Demand and Specialized Services ensuring customer equity in access to services, technology, and information

# Key Targets for 2023

## Durham Region Transit

- Exceed 10 million revenue rides in 2023 - approximately 90 per cent of pre-COVID 19 ridership level, compared to 7.4 million revenue rides in 2022, or 68 per cent of pre-COVID 19 ridership level
- Deliver a total of 525,470 conventional service hours and 65,178 On Demand service hours in 2023, an increase of 27,178 over last year's budget
- Achieve a minimum of 80 per cent on-time departure from all stops - compared to 72 per cent overall actual result in 2022
- Exceed 99.5 per cent of scheduled service delivered - compared to 97.3 per cent overall actual result in 2022
- Reduce DRT preventable collision rate by 10 per cent annually. In 2022, DRT achieved a 7 per cent reduction compared to 2021
- Maintain percentage of ridership paying fares with PRESTO above 80 per cent


## Financial Details: Summary by Account (\$,000's)

Provides the gross expenditures and revenues - including both operating and capital - and the resulting net property tax requirement

	2022 Estimated Actuals	2022 Approved Budget (Restated)	2023 Proposed Budget	Variance	
				\$	%
<b>Expenses</b>					
<b>Operating Expenses</b>					
Personnel Expenses	55,614	57,695	59,702		
Personnel Related	548	727	720		
Communications	302	418	418		
Supplies	972	1,365	830		
Utilities	600	714	761		
Computer Maintenance & Operations	1,538	1,539	1,151		
Materials & Services	3,997	4,164	4,524		
Buildings & Grounds Operations	787	662	611		
Equipment Maintenance & Repairs	637	599	534		
Vehicle Operations	10,340	7,931	14,077		
Debt Charges	1,030	1,030	1,030		
Professional Services	1,287	834	1,001		
Contracted Services	14,368	14,343	16,413		
Leased Facilities Expenses	380	380	261		
Bad Debt Expenses	44	44	44		
Financial Expenses	3,367	3,367	4,229		
Property Taxes	393	393	402		
Minor Assets & Equipment	37	39	46		
Major Repairs & Renovations	1,340	1,536	1,095		
Headquarters Shared Costs	76	76	86		
<b>Operating Expenses Subtotal</b>	<b>97,657</b>	<b>97,856</b>	<b>107,935</b>	<b>10,079</b>	<b>10.3%</b>


## Financial Details: Summary by Account (\$,000's)

Provides the gross expenditures and revenues - including both operating and capital - and the resulting net property tax requirement

	2022 Estimated Actuals	2022 Approved Budget (Restated)	2023 Proposed Budget	Variance	
				\$	%
<b>Internal Transfers &amp; Recoveries</b>					
NextGen Charge	2	2	2		
Communications Charge	344	344	348		
Corporate IT Charge	263	263	324		
Legislative Services Charge	51	51	51		
Legal Services Charge	85	85	85		
Corporate HR Charge	413	413	422		
Planning Charge	283	283	284		
Family Services Charge	20	20	20		
Finance Charge	1,858	1,858	1,874		
<b>Internal Transfers &amp; Recoveries Subtotal</b>	<b>3,319</b>	<b>3,319</b>	<b>3,410</b>	<b>91</b>	<b>2.7%</b>
<b>Gross Operating Expenses</b>	<b>100,976</b>	<b>101,175</b>	<b>111,345</b>	<b>10,170</b>	<b>10.1%</b>
<b>Capital Expenses</b>					
New	197	197	158		
Replacement	214	214	181		
Major Capital	15,689	15,689	87,515		
<b>Capital Expenses Subtotal</b>	<b>16,100</b>	<b>16,100</b>	<b>87,854</b>	<b>71,754</b>	<b>445.7%</b>
<b>Total Expenses</b>	<b>117,076</b>	<b>117,275</b>	<b>199,199</b>	<b>81,924</b>	<b>69.9%</b>
<b>Revenues and Financing</b>					
<b>Operating Revenue</b>					
Safe Restart Funding <sup>1</sup>	(6,178)	(8,019)	(3,075)		
Fares	(15,909)	(14,052)	(21,946)		
U-Pass	(6,801)	(6,255)	(6,895)		
Advertising	(1,099)	(807)	(807)		
Revenues from program fees	(29)	(32)	(36)		
Recovery from ODSP Discount Pass	(350)	(350)	(350)		
Recovery from Reserves/Reserve Funds	(420)	(420)	(420)		
Provincial Gas Tax	(3,644)	(3,644)	(2,111)		
<b>Operating Revenue Subtotal</b>	<b>(34,430)</b>	<b>(33,579)</b>	<b>(35,640)</b>	<b>(2,061)</b>	<b>(6.1%)</b>

## Financial Details: Summary by Account (\$,000's)

Provides the gross expenditures and revenues - including both operating and capital - and the resulting net property tax requirement

	2022 Estimated Actuals	2022 Approved Budget (Restated)	2023 Proposed Budget	Variance	
				\$	%
<b>Capital Financing</b>					
Federal Grant - Capital	(160)	(160)	-		
ICIP Grant <sup>2</sup>	(3,970)	(3,970)	(15,362)		
Transit - Residential DC	(1,342)	(1,342)	(23,362)		
Transit - Non-Residential DC	(603)	(603)	(1,822)		
Canada Community-Building Fund (Federal Gas Tax)	(2,100)	(2,100)	-		
Provincial Gas Tax	(5,880)	(5,880)	(14,305)		
Safe Restart Agreement Funding <sup>1</sup>	-	-	(125)		
Zero Emission Transit Fund <sup>3</sup>	-	-	(3,101)		
Capital Project Reserve	-	-	(2,500)		
Capital Impact Stabilization Reserve Fund	-	-	(2,339)		
CIB Debenture <sup>4</sup>	-	-	(12,804)		
Region of Durham Debenture	-	-	(7,000)		
Other <sup>5</sup>	(450)	(450)	-		
<b>Capital Financing Subtotal</b>	<b>(14,505)</b>	<b>(14,505)</b>	<b>(82,720)</b>	<b>(68,215)</b>	<b>470.3%</b>
<b>Total Revenues and Financing</b>	<b>(48,935)</b>	<b>(48,084)</b>	<b>(118,360)</b>	<b>(70,276)</b>	<b>146.2%</b>
<b>Property Tax Requirement Durham Region Transit</b>	<b>68,141</b>	<b>69,191</b>	<b>80,839</b>	<b>11,648</b>	<b>16.8%</b>

### Notes

<sup>1</sup> Financing from the Safe Restart Agreement Fund is subject to provincial government approval

<sup>2</sup> Investment in Canada Infrastructure Fund (ICIP) financing is subject to federal and provincial approval of ICIP Project Modification Requests

<sup>3</sup> Financing from the Zero Emission Transit Fund is subject to the approval of the federal government and the execution of a transfer payment agreement

<sup>4</sup> CIB Debenture financing is subject to the execution of a credit agreement and Council approval of the authorizing by-laws

<sup>5</sup> Other financing in 2022 is a contribution from eCamion

## Financial Details: Summary by Program (\$,000's)

Provides the total operating expense, capital expense, subsidy, other revenue and the resulting property tax requirement for each major program and service

	2022 Estimated Actuals	2022 Approved Budgets					2023 Proposed Budgets					Variance		
		Operating Expenses	Gross Capital	Subsidy Funding	Other Funding	Approved Budget	Operating Expenses	Gross Capital	Subsidy Funding	Other Funding	Proposed Budget	\$	%	
<b>Durham Region Transit</b>														
1 Administration	13,028	18,598	102	(1,587)	(5,234)	11,879	19,595	128	(648)	(3,701)	15,374	3,495		
2 Operations	17,619	45,603	-	(5,616)	(20,148)	19,839	48,830	-	(2,405)	(28,662)	17,763	(2,076)		
3 Maintenance - Equipment	24,536	24,403	309	(755)	(13)	23,944	30,200	211	-	(13)	30,398	6,454		
4 Specialized Service	6,852	6,759	-	-	(93)	6,666	6,839	-	-	(93)	6,746	80		
5 Northern Service	1,118	2,021	-	(61)	(72)	1,888	2,021	-	(22)	(96)	1,903	15		
6 Facilities Management	2,698	2,685	-	-	-	2,685	2,744	-	-	-	2,744	59		
7 Debt Service	1,030	1,030	-	-	-	1,030	1,030	-	-	-	1,030	-		
8 Headquarters Shared Cost - Durham Region Transit Portion	76	76	-	-	-	76	86	-	-	-	86	10		
9 Major Capital	1,184	-	15,689	(4,131)	(10,374)	1,184	-	87,515	(18,588)	(64,132)	4,795	3,611		
<b>Durham Region Transit Subtotal</b>	<b>68,141</b>	<b>101,175</b>	<b>16,100</b>	<b>(12,150)</b>	<b>(35,934)</b>	<b>69,191</b>	<b>111,345</b>	<b>87,854</b>	<b>(21,663)</b>	<b>(96,697)</b>	<b>80,839</b>	<b>11,648</b>	<b>16.8%</b>	
<b>Durham Region Transit</b>	<b>68,141</b>	<b>101,175</b>	<b>16,100</b>	<b>(12,150)</b>	<b>(35,934)</b>	<b>69,191</b>	<b>111,345</b>	<b>87,854</b>	<b>(21,663)</b>	<b>(96,697)</b>	<b>80,839</b>	<b>11,648</b>	<b>16.8%</b>	

## Financial Details: Summary of Capital (\$,000's)

Provides a summary of the current year capital budget, nine-year capital forecast and proposed financing summarized by asset type. See Appendices for specific capital projects

Durham Region Transit	2022 Approved Budget	2023 Proposed Budget	Forecast					Forecast Total
			2024	2025	2026	2027	2028-2032	
<b>Capital Expenditures</b>								
Building & Structures	6,980	31,174	214,929	21,320	38,570	13,320	137,255	425,394
Machinery & Equipment	4,323	6,556	7,848	1,674	2,073	4,334	16,748	32,677
Information Technology	1,585	2,274	1,988	350	350	350	1,750	4,788
Vehicles	3,208	47,805	59,819	82,073	63,143	77,182	223,352	505,569
Furniture and Fixtures	4	45	91	45	45	45	224	450
<b>Capital Expenditure Subtotal</b>	<b>16,100</b>	<b>87,854</b>	<b>284,675</b>	<b>105,462</b>	<b>104,181</b>	<b>95,231</b>	<b>379,329</b>	<b>968,878</b>
<b>Capital Financing</b>								
General Levy	1,595	5,134	3,266	26,827	43,264	63,537	166,280	303,174
Provincial Gas Tax	5,880	14,305	7,259	7,258	7,259	7,259	36,293	65,328
Non-Residential DC	603	1,822	631	3,189	6,118	2,328	10,689	22,955
Residential DC	1,342	23,362	5,706	10,579	8,440	8,657	44,327	77,709
Investing in Canada Infrastructure Program (ICIP) Grant <sup>1</sup>	3,970	15,362	-	-	-	-	-	-
Federal Grant	160	-	-	-	-	-	-	-
Zero Emission Transit Fund <sup>2</sup>	-	3,101	127,768	9,525	-	-	-	137,293
CIB Debenture <sup>3</sup>	-	12,804	22,348	31,159	-	-	-	53,507
Region of Durham Debenture	-	7,000	18,375	11,925	19,100	13,450	64,240	127,090
Canada Community-Building Fund (Federal Gas Tax)	2,100	-	-	-	-	-	-	-
Capital Project Reserve	-	2,500	1,500	-	-	-	-	1,500
Capital Impact Reserve Fund	-	2,339	5,230	5,000	-	-	-	10,230
Infrastructure Renewal Reserve	-	-	78,948	-	20,000	-	-	98,948
Transit Capital Reserve Fund	-	-	13,644	-	-	-	48,500	62,144
Safe Restart Agreement Fund <sup>4</sup>	-	125	-	-	-	-	-	-
Other Financing <sup>5</sup>	450	-	-	-	-	-	9,000	9,000
<b>Capital Financing Subtotal</b>	<b>16,100</b>	<b>87,854</b>	<b>284,675</b>	<b>105,462</b>	<b>104,181</b>	<b>95,231</b>	<b>379,329</b>	<b>968,878</b>
<b>Total Capital Durham Region Transit</b>	<b>16,100</b>	<b>87,854</b>	<b>284,675</b>	<b>105,462</b>	<b>104,181</b>	<b>95,231</b>	<b>379,329</b>	<b>968,878</b>

## Financial Details: Summary of Capital (\$,000's)

Provides a summary of the current year capital budget, nine-year capital forecast and proposed financing summarized by asset type. See Appendices for specific capital projects

 <b>Durham Budget</b>	2023	2022 Approved Budget	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	

<sup>1</sup> Investment in Canada Infrastructure Fund (ICIP) financing is subject to federal and provincial approval of ICIP Project Modification Requests.

<sup>2</sup> Financing from the Zero Emission Transit Fund is subject to the approval of the federal government and the execution of a transfer payment agreement.

<sup>3</sup> CIB Debenture financing is subject to the execution of a credit agreement and Council approval of the authorizing by-law.

<sup>4</sup> Financing from the Safe Restart Agreement Fund is subject to provincial government approval.

<sup>5</sup> Other financing in 2022 is a contribution from eCamion and in 2031 the other financing is developers contributions.



## Details of Budget Changes

Regional Council, on March 1, 2023, approved the Transit Service and Financing Strategy (2023 – 2032) (Report# 2023-F-6). The proposed budget includes the following 2023 strategic investments included in the plan to grow and enhance service, electrify the fleet, implement new infrastructure and passenger amenities and fare modernization.

<b>Strategic Investments: Durham Region Transit</b>	<b>2023 Impact</b> (\$ 000's)
Service Plan adjustments including increased frequency on 905 to every 15 minutes between Whitby Station and Simcoe/Britannia (\$522k); Replacement of On Demand late night service in West Whitby when demand warrants (\$1,163k); Extension of 302 service to North Campus Terminal (\$362k); Increase On Demand hours to meet new growth and demand in rural areas (\$353k); Increase span of weekend service on 423 in Oshawa (\$150k); The total annual cost of the service enhancements (net of \$400k in projected fare revenue) is \$2,550k and includes 9.0 FTEs to deliver the service	2,550
Conversion of Conventional Operators (4.0 FTEs) to Instructors (3.0 FTEs, \$85k) and a Technical Instructor (1.0 FTE, \$41k)	126
Additional permanent service positions (7.0 FTEs) to address increasing capacity and enhanced vehicle servicing (\$481k). Partially offset by a conversion of 3 part-time positions (-\$215k). Annualized impact of \$673k	266
Apprentice Mechanics (3.0 FTEs) to mitigate attrition impacts and recruitment challenges in the current labour market for skilled trades persons. Annualized impact of \$289k	144
Operations Supervisors (2.0 FTEs) to support service growth. Annualized impact of \$290k	145
Maintenance Supervisors (2.0 FTEs) to increase capacity. Annualized impact of \$317k	159
Maintenance Technical Specialist (1.0 FTE) to meet increasing technical requirements required for the transition to zero emission vehicles as well as new technologies as they are developed. Annualized impact of \$145k	73

## Details of Budget Changes Continued

Store Person (1.0 FTE) to support on-going deployment of Enterprise Maintenance Management System. Annualized impact \$104k	52
Project Manager (1.0 FTE) of technical specifications and support required for significant procurement and project management requirements to ensure contract performance and accountability. Annualized impact \$158k	79
Project Manager (1.0 FTE) of contracted service delivery to lead the management of third-party contractors operating transit services on behalf of DRT and to advance DRT's emergency management processes in collaboration with Durham Emergency Management division. Annualized impact of \$158k	79
COVID-19 related impacts:	
Reduced revenue from ridership	2,427
Reduced advertising revenue	484
Portable washroom rental	164
Portable washroom capital purchase (50 per cent eligible)	125
Safe Restart funding – subject to provincial government approval	(3,200)
U-Pass rate increase to \$150.00 from \$147.25 effective September 1, 2023. Annualized impact of (\$130k)	(60)
Base adult fare increase of \$0.10 effective July 1, 2023 with proportional adjustment to other fare concessions per the established discount rates. Annualized impact of (\$900k)	(500)
Net increase in capital investment – see Appendix A for detailed project listing	3,539
<b>Strategic Investments: Durham Region Transit Subtotal</b>	<b>6,652</b>

## Details of Budget Changes Continued

<b>Base Adjustments:</b> Durham Region Transit	<b>2023 Impact</b> (\$ 000's)
Economic increases	990
Annualization of 5.0 FTEs approved in the 2022 budget	299
Fuel inflationary increase	5,670
Line-by-line savings	(1,973)
Increase in Transit's share of costs for the operation and maintenance of Regional Headquarters	10
<b>Base Adjustments:</b> Durham Region Transit Subtotal	<b>4,996</b>
<b>Net Changes:</b> Durham Region Transit	<b>11,648</b>

## Staffing Details

Durham Region Transit	Full Time Equivalents (FTE's)
<b>2022 Approved Complement</b>	<u>443.0</u>
<b>Positions Approved In-Year</b>	
Conversion of part-time operators to full-time permanent operator positions (as per Section 8.1 of the Budget Management Policy)	7.0
<b>Total Positions Approved In-Year</b>	<u>7.0</u>
<b>Proposed New Positions</b>	
Project Manager, Contracted Service Delivery to lead the management of third-party contractors operating transit services, develop and coordinate the Emergency Management plans and requirements, and analyze the performance of all transit service delivery and identify and deploy strategies for their improvement.	1.0
Program Manager, Specifications and Support to provide expertise in project management, procurement and technical specification development that is enabling improved output and contract performance management.	1.0
Operations Supervisor to meet service requirements identified in the Service Plan	2.0
Conventional Operators to meet service requirements identified in the Service Plan	9.0
Supervisor, Maintenance to expand capacity and reduce overtime	2.0
Maintenance Technical Specialist to meet increasing technical vehicle requirements and systems, priority includes providing support during fleet transition to zero emission vehicles	1.0
Apprentice Mechanics to hire in advance of attrition	3.0

## Staffing Details Continued

Service Persons to address increasing capacity and enhanced vehicle servicing	7.0
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Storeperson to support ongoing deployment of the Maintenance Management System	1.0
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<b>Total Proposed New Positions</b>	<b><u>27.0</u></b>
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<b>Durham Region Transit Subtotal</b>	<b>477.0</b>
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<b>Total Complement: Durham Region Transit</b>	<b>477.0</b>
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## Looking Forward

As Durham Region emerges from the COVID-19 pandemic, public transit will play a vital role in enhancing its economic competitiveness by connecting people to employment and educational opportunities, supporting travel to shopping, dining and tourism destinations, and ensuring that Durham's at-risk residents have equitable access to the essential mobility services and supports they require. DRT's Transit Service and Financing Strategy (2023-2032) provides a comprehensive plan for investment over the next 10 years encompassing transit service enhancement and growth, fleet electrification, new infrastructure and passenger amenities, and fare modernization. The Strategy aligns with the Council-approved Strategic Plan, Transportation Master Plan and Climate Change Action Plan, among others.

For Durham Region, service enhancement will be integral to economic development and competitiveness by enabling seamless and timely travel to employment opportunities within the Region. Through the investments detailed in the Transit Service and Financing Strategy, total transit service revenue hours will be nearly 1.2 million by 2032, more than double current service hours. With this investment DRT will be positioned to deliver a robust and integrated transit network offering more service at much higher levels of frequency, and increasing system capacity to support ridership growth. DRT's On Demand service will continue to support customer travel needs in rural areas and lower demand urban areas of the Region, ensuring all Durham residents have access to transit regardless of where they live or work, with the flexibility to travel when they need to, and all at the same fare as conventional bus service.

In addition, DRT is committed to transitioning its transit fleet to zero and lower greenhouse gas emission alternatives over the next fifteen years in support of climate change objectives while leveraging grant funding and partnership opportunities. DRT is expecting the arrival of its first battery electric buses in 2024, with a goal of fully transitioning its fleet to zero emission technologies by 2037.

DRT will continue to collaborate with Durham Region and partners across the Greater Toronto and Hamilton Area (GTHA) to maximize investments in rapid transit infrastructure and service integration to the benefit of transit customers, including:

- Further advancing infrastructure and service innovation initiatives while leveraging investments from federal and provincial governments to stimulate the economy and ensure DRT is well positioned to meet ridership demands. This includes advancing the Highway 2 Bus Rapid Transit (BRT) infrastructure, implementing new BRT corridors by 2025 to align with the Durham Official Plan and Region's Transportation Master Plan, preparing for the Lakeshore East GO train extension, supporting the Simcoe Street corridor transit visioning study, and advancing development of a new zero-emission bus garage in north Oshawa;

## Looking Forward Continued

- Collaborating with other 905 transit agencies to advance and improve the adoption and expansion of contactless electronic fare payment options through PRESTO that support DRT's adoption rate, while leveraging new PRESTO functionality to better meet customer needs; and
- Working in partnership with transit agencies across the Greater Toronto and Hamilton Area (GTHA) to realize effective service and fare integration solutions to enhance cross-boundary transit trips that deliver a seamless customer experience.

Achieving Durham's transit vision will require significant investment and funding from the Region and other orders of government. This includes annual property tax funding increases over the long term starting at approximately two per cent per year on the overall Regional tax levy in addition to advocacy to other orders of government for sustainable funding to ensure full realization of the Transit Service and Financing Strategy. The Strategy is a starting point that will be subject to annual investment approvals through the Region's business planning and budget process, and will be reviewed every four years, or earlier as necessary, as additional information and funding are made available.

**Appendix A: 2023 Durham Region Transit Capital Projects (\$,000's)**

Provides financing details for capital projects proposed in 2023. See Appendix B for the comprehensive 2023 capital budget and 2024-2032 forecast

Durham Region Transit		Quantity	New / Replacement	2023 Proposed Financing								2023 Proposed Budget	Approved Funding Prior to 2023	Forecast 2024-2032	Total Project to 2032	
				Provincial Gas Tax	Zero Emission Transit Fund <sup>1</sup>	Reserve / Reserve Fund	Residential DC's	Non-Residential DC's	Subsidy / Grant <sup>2</sup>	Debentures <sup>3</sup>	Other <sup>4</sup>					General Levy
<b>Building and Structures</b>																
2	710 Raleigh Facilities EV Charging Infrastructure	-	New	368	369	-	-	-	-	-	-	-	737	-	7,370	8,107
6	Bus Stop Infrastructure (ICIP)	-	New	780	-	-	-	-	2,143	-	-	-	2,923	-	-	2,923
7	Bus Stop Infrastructure (Non-ICIP)	-	New	252	-	-	781	261	-	-	-	-	1,294	-	6,654	7,948
11	Fall Arrest System	-	New	140	-	-	-	-	-	-	-	-	140	-	-	140
12	Frame and Doors Replacement - Main Entrance	-	Replacement	65	-	-	-	-	-	-	-	-	65	-	-	65
13	Harmony Terminal New Location <sup>5</sup>	-	New	-	-	-	-	-	-	5,000	-	-	5,000	-	10,000	15,000
16	Integrated Service Transfer Bus Stop Infrastructure	-	New	78	-	-	241	81	-	-	-	-	400	-	4,000	4,400
17	New Indoor Bus Storage/Service Facility	-	New	388	-	-	1,207	405	-	-	-	-	2,000	8,500	222,485	232,985
20	Raleigh Office Area Demolition and Rebuild	-	New	6,505	-	-	-	-	5,086	-	-	-	11,591	-	-	11,591
21	Raleigh/Farewell Rehab Projects	-	New	385	-	-	-	-	-	-	-	-	385	205	-	590
22	Replacement of AC Units and Exhaust Fans Top Up	-	Replacement	25	-	-	-	-	-	-	-	-	25	110	-	135
26	Windfield Farms Terminal <sup>5</sup>	-	New	-	-	-	-	-	-	2,000	-	-	2,000	-	-	2,000
91	Provision for future transit facility	-	New	-	-	-	-	-	-	-	-	4,614	4,614	-	-	4,614
<b>Building and Structures Total</b>				<b>8,986</b>	<b>369</b>	<b>-</b>	<b>2,229</b>	<b>747</b>	<b>7,229</b>	<b>7,000</b>	<b>-</b>	<b>4,614</b>	<b>31,174</b>	<b>8,815</b>	<b>250,509</b>	<b>290,498</b>
<b>Machinery and Equipment</b>																
27	Air Conditioning Machine	2	Replacement	-	-	-	-	-	-	-	-	24	24	-	-	24
29	Braille signage at bus stops	-	New	50	-	-	-	-	-	-	-	-	50	-	-	50
30	Brake Mate	1	New	-	-	-	-	-	-	-	-	24	24	-	-	24
31	Brake Pro to Remove Rotors and Hubs	1	New	-	-	-	-	-	-	-	-	27	27	-	-	27
32	Bus Wash (additional financing)	-	New	65	-	-	-	-	-	-	-	-	65	830	-	895
33	DriveOn Ministry Program Various Tools	1	New	-	-	-	-	-	-	-	-	12	12	-	-	12
34	EV Charging Equipment (Heavy)	-	New	-	2,500	2,500	-	-	-	-	-	-	5,000	-	14,800	19,800
36	Fuel Tank (additional financing)	-	New	240	-	-	-	-	-	-	-	-	240	765	-	1,005
38	Heavy Vehicle Wheel Lift	1	Replacement	-	-	-	-	-	-	-	-	13	13	-	-	13
40	Mid Size Parts Washer	1	Replacement	-	-	-	-	-	-	-	-	25	25	-	-	25
41	Motor Vehicle Inspection Stations	1	New	-	-	-	-	-	-	-	-	12	12	-	-	12
42	On-board Camera Server & Firewall Replacement	-	Replacement	32	-	-	-	-	-	-	-	-	32	-	-	32
44	Portable Washroom Facilities	1	New	125	-	-	-	-	-	-	125	-	250	-	-	250
45	Power Lift Tailgate	1	New	-	-	-	-	-	-	-	-	11	11	-	-	11
46	Repair and Replace Selected Monitoring Well	-	New	45	-	-	-	-	-	-	-	-	45	-	25	70
47	Replacement Vehicle Tail Pipe Exhaust System	-	Replacement	195	-	-	-	-	-	-	-	-	195	-	-	195
48	Small Tire Machine for Admin Vehicles	1	New	-	-	-	-	-	-	-	-	10	10	-	-	10



**Appendix A: 2023 Durham Region Transit Capital Projects (\$,000's)**

Provides financing details for capital projects proposed in 2023. See Appendix B for the comprehensive 2023 capital budget and 2024-2032 forecast

		Quantity	New / Replacement	2023 Proposed Financing								2023 Proposed Budget	Approved Funding Prior to 2023	Forecast 2024-2032	Total Project to 2032	
				Provincial Gas Tax	Zero Emission Transit Fund <sup>1</sup>	Reserve / Reserve Fund	Residential DC's	Non-Residential DC's	Subsidy / Grant <sup>2</sup>	Debentures <sup>3</sup>	Other <sup>4</sup>					General Levy
49	Software, Equipment, Tools, PPE, Consulting (EV)	-	New	233	232	-	-	-	-	-	-	465	-	800	1,265	
50	Tire Balancer	1	Replacement	-	-	-	-	-	-	-	35	35	-	-	35	
56	Integrated Control Technology - Security Project	-	New	21	-	-	-	-	-	-	-	21	-	-	21	
<b>Machinery and Equipment Total</b>				<b>1,006</b>	<b>2,732</b>	<b>2,500</b>	-	-	-	-	<b>125</b>	<b>193</b>	<b>6,556</b>	<b>1,595</b>	<b>15,625</b>	<b>23,776</b>
<b>Information Technology Infrastructure</b>																
51	Advanced Fuel & Fluid Management System	-	New	333	-	-	-	-	917	-	-	1,250	-	-	1,250	
53	Computers for Westney Second Control Room	1	New	-	-	-	-	-	-	-	7	7	-	-	7	
54	Desktop Computers	22	Replacement	-	-	-	-	-	-	-	24	24	2	-	26	
55	Farewell Network Switch Replacement	-	Replacement	80	-	-	-	-	-	-	-	80	-	-	80	
57	Laptop Computers	4	New	-	-	-	-	-	-	-	8	8	-	-	8	
57	Laptop Computers	17	Replacement	-	-	-	-	-	-	-	32	32	21	-	53	
58	Lightweight Laptops	2	Replacement	-	-	-	-	-	-	-	6	6	9	-	15	
60	Power Laptops	7	Replacement	-	-	-	-	-	-	-	22	22	22	-	44	
61	Raleigh Hotelling Space Docking Stations	4	New	-	-	-	-	-	-	-	1	1	-	-	1	
62	Real-time Customer Information at Transit Stop	-	New	250	-	-	-	-	-	-	-	250	-	-	250	
63	Scheduling, Workforce Management Software	-	New	412	-	-	-	-	-	-	182	594	-	500	1,094	
<b>Information Technology Total</b>				<b>1,075</b>	-	-	-	-	<b>917</b>	-	-	<b>2,274</b>	<b>54</b>	<b>500</b>	<b>2,828</b>	
<b>Vehicles</b>																
65	40' Conv. Buses (Electric) Growth	14	New	-	-	-	12,852	-	-	8,148	-	21,000	-	123,000	144,000	
67	40' Pulse Buses (Diesel) (ICIP) Replacement	12	Replacement	2,624	-	-	-	-	7,216	-	-	9,840	-	-	9,840	
68	40' Pulse Buses (Diesel) (Non-ICIP) Replacement	3	Replacement	-	-	2,223	-	-	-	-	-	2,223	-	-	2,223	
69	40' Pulse Buses (Electric) Growth	8	New	-	-	-	7,373	771	-	4,656	-	12,800	-	65,600	78,400	
73	Additional Fareboxes/Radios For Growth Buses	22	New	102	-	-	270	90	-	-	-	462	-	3,129	3,591	
74	Additional INIT for 40' Conv Buses Growth	14	New	79	-	-	209	70	-	-	-	358	-	2,098	2,456	
75	Additional INIT for 40' Pulse Buses Growth	8	New	65	-	-	172	58	-	-	-	295	-	1,511	1,806	
77	Additional PRESTO for Growth Buses	22	New	97	-	-	257	86	-	-	-	440	-	2,980	3,420	
78	Additional spare PRESTO/INIT/Fareboxes for EV	-	New	246	-	-	-	-	-	-	-	246	-	-	246	
80	EV Presto Prototype	-	New	25	-	-	-	-	-	-	-	25	-	-	25	
83	PRESTO/INIT MACD-Decommn/install (Pulse Diesel Replacement) (Non-ICIP)	3	Replacement	-	-	116	-	-	-	-	-	116	-	-	116	
<b>Vehicles Total</b>				<b>3,238</b>	-	<b>2,339</b>	<b>21,133</b>	<b>1,075</b>	<b>7,216</b>	<b>12,804</b>	-	<b>47,805</b>	-	<b>198,318</b>	<b>246,123</b>	

## Appendix A: 2023 Durham Region Transit Capital Projects (\$,000's)

Provides financing details for capital projects proposed in 2023. See Appendix B for the comprehensive 2023 capital budget and 2024-2032 forecast

Durham Region Budget 2023	Quantity	New / Replacement	2023 Proposed Financing									2023 Proposed Budget	Approved Funding Prior to 2023	Forecast 2024-2032	Total Project to 2032	
			Provincial Gas Tax	Zero Emission Transit Fund <sup>1</sup>	Reserve / Reserve Fund	Residential DC's	Non-Residential DC's	Subsidy / Grant <sup>2</sup>	Debentures <sup>3</sup>	Other <sup>4</sup>	General Levy					
<b>Furniture and Fixtures</b>																
86 Raleigh Hotelling Space Chairs	6	New	-	-	-	-	-	-	-	-	-	3	3	-	-	3
87 Raleigh Hotelling Space Workstation	1	New	-	-	-	-	-	-	-	-	-	4	4	-	-	4
89 Sit Stand Desks at Westney Second Control Room	3	New	-	-	-	-	-	-	-	-	-	21	21	-	-	21
90 Sit Stand Desks for Westney Admin	5	New	-	-	-	-	-	-	-	-	-	17	17	-	-	17
<b>Furniture and Fixtures Total</b>			-	-	-	-	-	-	-	-	-	<b>45</b>	<b>45</b>	-	-	<b>45</b>
<b>Total Capital Durham Region Transit</b>			<b>14,305</b>	<b>3,101</b>	<b>4,839</b>	<b>23,362</b>	<b>1,822</b>	<b>15,362</b>	<b>19,804</b>	<b>125</b>	<b>5,134</b>	<b>87,854</b>	<b>10,464</b>	<b>464,952</b>	<b>563,270</b>	

<sup>1</sup> Financing from the Zero Emission Transit Fund is subject to the approval of the federal government and the execution of a transfer payment agreement.

<sup>2</sup> The Subsidy / Grant financing is the Investing in Canada Infrastructure Program (ICIP) Grant and is subject to federal and provincial approval of ICIP Project Modification Requests.

<sup>3</sup> The Debenture financing includes \$12.804 million in Region of Durham Debenture financing and \$7.0 million in Canada Infrastructure Bank (CIB) Debenture financing. The CIB Debenture financing is subject to the execution of a credit agreement and Council approval of the authorizing by-law.

<sup>4</sup> Other financing represents the Safe Restart Agreement Fund and is subject to provincial government approval.

<sup>5</sup> Approval of Projects 13 Harmony Terminal New Location and Project 26 Windfield Farms Terminal and associated financing are subject to a further TEC and F&A report.

## Appendix B: 2023 - 2032 Durham Region Transit Capital Forecast (\$,000's)

Provides a listing for all projects within the 2023 budget and nine-year capital forecast. See Appendix A for financing details for capital projects proposed in 2023

		Expenditure Category	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	
<b>Durham Region Transit</b>									
<b>Building and Structures</b>									
1	110 Westney Facilities EV Charging Infrastructure		-	630	6,300	-	-	-	6,930
2	710 Raleigh Facilities EV Charging Infrastructure	737	7,370	-	-	-	-	-	7,370
3	Bowmanville Terminal	-	2,500	2,400	-	-	-	-	4,900
4	Brooklin North Terminal	-	-	-	-	-	-	6,100	6,100
5	Bus Bulb	-	1,000	-	-	-	-	-	1,000
6	Bus Stop Infrastructure (ICIP)	2,923	-	-	-	-	-	-	-
7	Bus Stop Infrastructure (Non-ICIP)	1,294	1,294	670	670	670	670	3,350	6,654
8	Concrete Floor Repair and Epoxy Paint	-	150	-	-	-	-	-	150
9	EV On-Route Charging Infrastructure	-	-	10,800	-	-	3,600	-	14,400
10	EV Utility and Other Facilities Upgrade	-	750	750	-	-	-	740	2,240
11	Fall Arrest System	140	-	-	-	-	-	-	-
12	Frame and Doors Replacement - Main Entrance	65	-	-	-	-	-	-	-
13	Harmony Terminal New Location <sup>1</sup>	5,000	10,000	-	-	-	-	-	10,000
14	Installation of Degreasing Bay Rapid Door	-	165	-	-	-	-	-	165
15	Installation of Security Gates	-	1,090	-	-	-	-	-	1,090
16	Integrated Service Transfer Bus Stop Infrastructure	400	400	400	400	800	2,000	-	4,000
17	New Indoor Bus Storage/Service Facility	2,000	185,185	-	-	37,300	-	-	222,485
18	New West Durham Bus Storage/Service Facility	-	-	-	-	-	-	125,000	125,000
19	Pickering Parkway Terminal Upgrade	-	-	-	200	8,250	-	-	8,450
20	Raleigh Office Area Demolition and Rebuild	11,591	-	-	-	-	-	-	-
21	Raleigh/Farewell Rehab Projects	385	-	-	-	-	-	-	-
22	Replacement of AC Units and Exhaust Fans Top Up	25	-	-	-	-	-	-	-
23	Replacement of Eaton UPS Unit	-	-	-	-	-	-	65	65
24	Uxbridge Transfer Facility	-	2,000	-	-	-	-	-	2,000
25	Westney Admin Area Carpeting/Painting	-	395	-	-	-	-	-	395
26	Windfield Farms Terminal <sup>1</sup>	2,000	2,000	-	-	-	-	-	2,000
91	Provision for future transit facility	4,614	-	-	-	-	-	-	-
<b>Building and Structures Subtotal</b>			<b>31,174</b>	<b>214,929</b>	<b>21,320</b>	<b>38,570</b>	<b>13,320</b>	<b>137,255</b>	<b>425,394</b>

## Appendix B: 2023 - 2032 Durham Region Transit Capital Forecast (\$,000's)

Provides a listing for all projects within the 2023 budget and nine-year capital forecast. See Appendix A for financing details for capital projects proposed in 2023

		Expenditure Category	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	
<b>Machinery and Equipment</b>									
27	Air Conditioning Machine		24	-	-	-	-	-	-
28	Bike Share Project		-	1,000	-	-	-	-	1,000
29	Braille signage at bus stops		50	-	-	-	-	-	-
30	Brake Mate		24	-	-	-	-	-	-
31	Brake Pro to Remove Rotors and Hubs		27	-	-	-	-	-	-
32	Bus Wash (additional financing)		65	-	-	-	-	-	-
33	DriveOn Ministry Program Various Tools		12	-	-	-	-	-	-
34	EV Charging Equipment (Heavy)		5,000	3,000	1,200	1,600	1,600	7,400	14,800
35	EV Charging Equipment (Light/Medium)		-	2,080	280	280	200	1,760	4,600
36	Fuel Tank (additional financing)		240	-	-	-	-	-	-
37	Garage Equipment		-	193	194	193	194	673	1,447
38	Heavy Vehicle Wheel Lift		13	-	-	-	-	-	-
39	Hoist Replacements		-	-	-	-	2,340	6,915	9,255
40	Mid Size Parts Washer		25	-	-	-	-	-	-
41	Motor Vehicle Inspection Stations		12	-	-	-	-	-	-
42	On-board Camera Server & Firewall Replacement		32	-	-	-	-	-	-
43	On-board Destination Signs		-	750	-	-	-	-	750
44	Portable Washroom Facilities		250	-	-	-	-	-	-
45	Power Lift Tailgate		11	-	-	-	-	-	-
46	Repair and Replace Selected Monitoring Well		45	25	-	-	-	-	25
47	Replacement Vehicle Tail Pipe Exhaust System		195	-	-	-	-	-	-
48	Small Tire Machine for Admin Vehicles		10	-	-	-	-	-	-
49	Software, Equipment, Tools, PPE, Consulting (EV)		465	800	-	-	-	-	800
50	Tire Balancer		35	-	-	-	-	-	-
56	Integrated Control Technology - Security Project		21	-	-	-	-	-	-
<b>Machinery and Equipment Subtotal</b>			<b>6,556</b>	<b>7,848</b>	<b>1,674</b>	<b>2,073</b>	<b>4,334</b>	<b>16,748</b>	<b>32,677</b>

## Appendix B: 2023 - 2032 Durham Region Transit Capital Forecast (\$,000's)

Provides a listing for all projects within the 2023 budget and nine-year capital forecast. See Appendix A for financing details for capital projects proposed in 2023

		Expenditure Category	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	
<b>Information Technology</b>									
51	Advanced Fuel & Fluid Management System		1,250	-	-	-	-	-	-
52	Computers (2024-32)		-	100	100	100	100	500	900
53	Computers for Westney Second Control Room		7	-	-	-	-	-	-
54	Desktop Computers		24	-	-	-	-	-	-
55	Farewell Network Switch Replacement		80	-	-	-	-	-	-
57	Laptop Computers		40	-	-	-	-	-	-
58	Lightweight Laptops		6	-	-	-	-	-	-
59	Modems for Destination Sign Project		-	1,138	-	-	-	-	1,138
60	Power Laptops		22	-	-	-	-	-	-
61	Raleigh Hotelling Space Docking Stations		1	-	-	-	-	-	-
62	Real-time Customer Information at Transit Stop		250	-	-	-	-	-	-
63	Scheduling, Workforce Management Software		594	500	-	-	-	-	500
64	Smart Technology		-	250	250	250	250	1,250	2,250
<b>Information Technology Subtotal</b>			<b>2,274</b>	<b>1,988</b>	<b>350</b>	<b>350</b>	<b>350</b>	<b>1,750</b>	<b>4,788</b>
<b>Vehicles</b>									
65	40' Conv. Buses (Electric) Growth	Quantity	14	11	18	12	16	25	82
		Total	21,000	16,500	27,000	18,000	24,000	37,500	123,000
66	40' Conv. Buses (Electric) Replacement	Quantity	-	11	11	11	11	55	99
		Total	-	16,500	16,500	16,500	16,500	82,500	148,500
67	40' Pulse Buses (Diesel) (ICIP) Replacement	Quantity	12	-	-	-	-	-	-
		Total	9,840	-	-	-	-	-	-
68	40' Pulse Buses (Diesel) (Non-ICIP) Replacement	Quantity	3	-	-	-	-	-	-
		Total	2,223	-	-	-	-	-	-
69	40' Pulse Buses (Electric) Growth	Quantity	8	5	9	6	8	13	41
		Total	12,800	8,000	14,400	9,600	12,800	20,800	65,600

## Appendix B: 2023 - 2032 Durham Region Transit Capital Forecast (\$,000's)

Provides a listing for all projects within the 2023 budget and nine-year capital forecast. See Appendix A for financing details for capital projects proposed in 2023

		Expenditure Category	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	
70	40' Pulse Buses (Electric) Replacement	Quantity	-	5	5	5	5	25	45
		Total	-	8,000	8,000	8,000	8,000	40,000	72,000
71	60' Pulse Buses (Electric) Growth	Quantity	-	4	6	4	6	6	26
		Total	-	8,800	13,200	8,800	13,200	13,200	57,200
72	60' Pulse Buses (Electric) Replacement	Quantity	-	-	-	-	-	10	10
		Total	-	-	-	-	-	22,000	22,000
73	Additional Fareboxes/Radios For Growth Buses	Quantity	22	20	33	22	30	44	149
		Total	462	420	693	462	630	924	3,129
74	Additional INIT for 40' Conv Buses Growth	Quantity	14	11	18	12	16	25	82
		Total	358	282	460	307	409	640	2,098
75	Additional INIT for 40' Pulse Buses Growth	Quantity	8	5	9	6	8	13	41
		Total	295	184	332	221	295	479	1,511
76	Additional INIT for 60' Pulse Buses Growth	Quantity	-	4	6	4	6	6	26
		Total	-	191	286	191	286	286	1,240
77	Additional PRESTO for Growth Buses	Quantity	22	20	33	22	30	44	149
		Total	440	400	660	440	600	880	2,980
78	Additional spare PRESTO/INIT/Fareboxes for EV	Quantity	6	-	-	-	-	-	-
		Total	246	-	-	-	-	-	-
79	Electric Bus Refurbishment	Quantity	-	-	-	-	-	8	8
		Total	-	-	-	-	-	1,200	1,200
80	EV Presto Prototype	Quantity	1	-	-	-	-	-	-
		Total	25	-	-	-	-	-	-
81	Non-Revenue Service Vehicle Replacement	Quantity	-	2	2	4	-	2	10
		Total	-	80	80	160	-	240	560
82	PRESTO/INIT MACD-Decommn/install (Conv Replacement)	Quantity	-	11	11	11	11	55	99
		Total	-	266	266	266	266	1,331	2,395
83	PRESTO/INIT MACD-Decommn/install (Pulse Diesel Replacement) (Non-ICIP)	Quantity	3	-	-	-	-	-	-
		Total	116	-	-	-	-	-	-
84	PRESTO/INIT MACD-Decommn/install (Pulse Replacement)	Quantity	-	5	5	5	5	35	55
		Total	-	196	196	196	196	1,372	2,156
<b>Vehicles Subtotal</b>			<b>47,805</b>	<b>59,819</b>	<b>82,073</b>	<b>63,143</b>	<b>77,182</b>	<b>223,352</b>	<b>505,569</b>

**Appendix B: 2023 - 2032 Durham Region Transit Capital Forecast (\$,000's)**

Provides a listing for all projects within the 2023 budget and nine-year capital forecast. See Appendix A for financing details for capital projects proposed in 2023

Durham Budget 2023		Expenditure Category	2023 Proposed Budget	Forecast					Forecast Total
				2024	2025	2026	2027	2028-2032	
<b>Furniture and Fixtures</b>									
85	Furniture	-	45	45	45	45	224	404	
86	Raleigh Hotelling Space Chairs	3	-	-	-	-	-	-	
87	Raleigh Hotelling Space Workstation	4	-	-	-	-	-	-	
88	Replacement of Exterior Halogen Fixtures with LED	-	46	-	-	-	-	46	
89	Sit Stand Desks at Westney Second Control Room	21	-	-	-	-	-	-	
90	Sit Stand Desks for Westney Admin	17	-	-	-	-	-	-	
<b>Furniture and Fixtures Subtotal</b>			<b>45</b>	<b>91</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>224</b>	<b>450</b>
<b>Total Capital Durham Region Transit</b>			<b>87,854</b>	<b>284,675</b>	<b>105,462</b>	<b>104,181</b>	<b>95,231</b>	<b>379,329</b>	<b>968,878</b>

<sup>1</sup> Approval of Projects 13 Harmony Terminal New Location and Project 26 Windfield Farms Terminal and associated financing are subject to a further TEC and F&A report.