



# Durham Budget

2023

## 2023 Business Plans and Budgets Durham Region Transit

Transit Executive Committee

March 8, 2023

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**

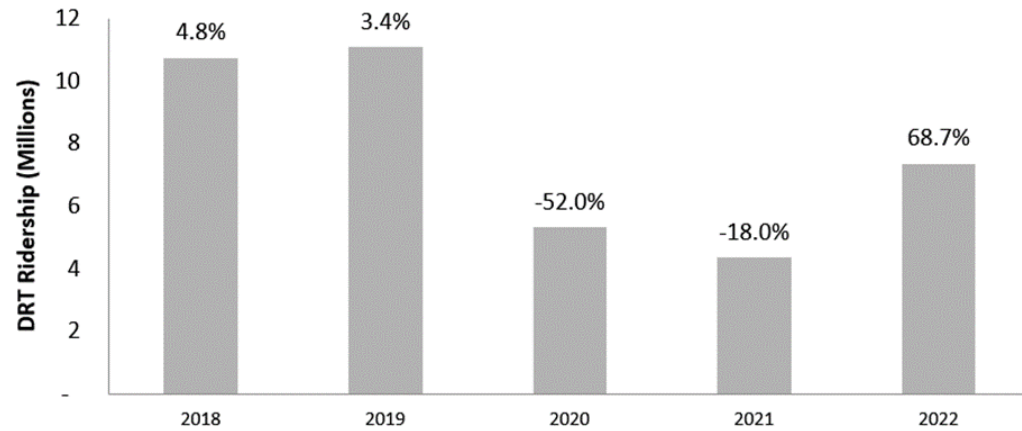
**Finance &  
Administration  
Committee:**

March 21, 2023

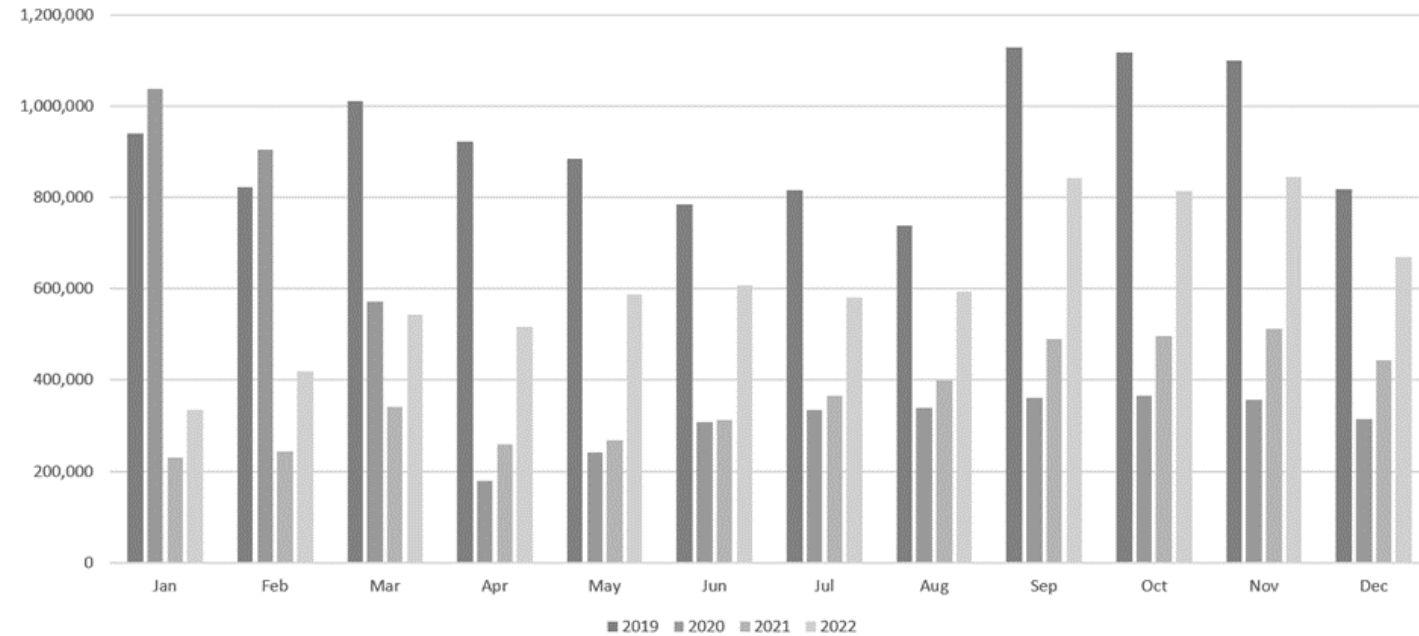
**Regional Council:**

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

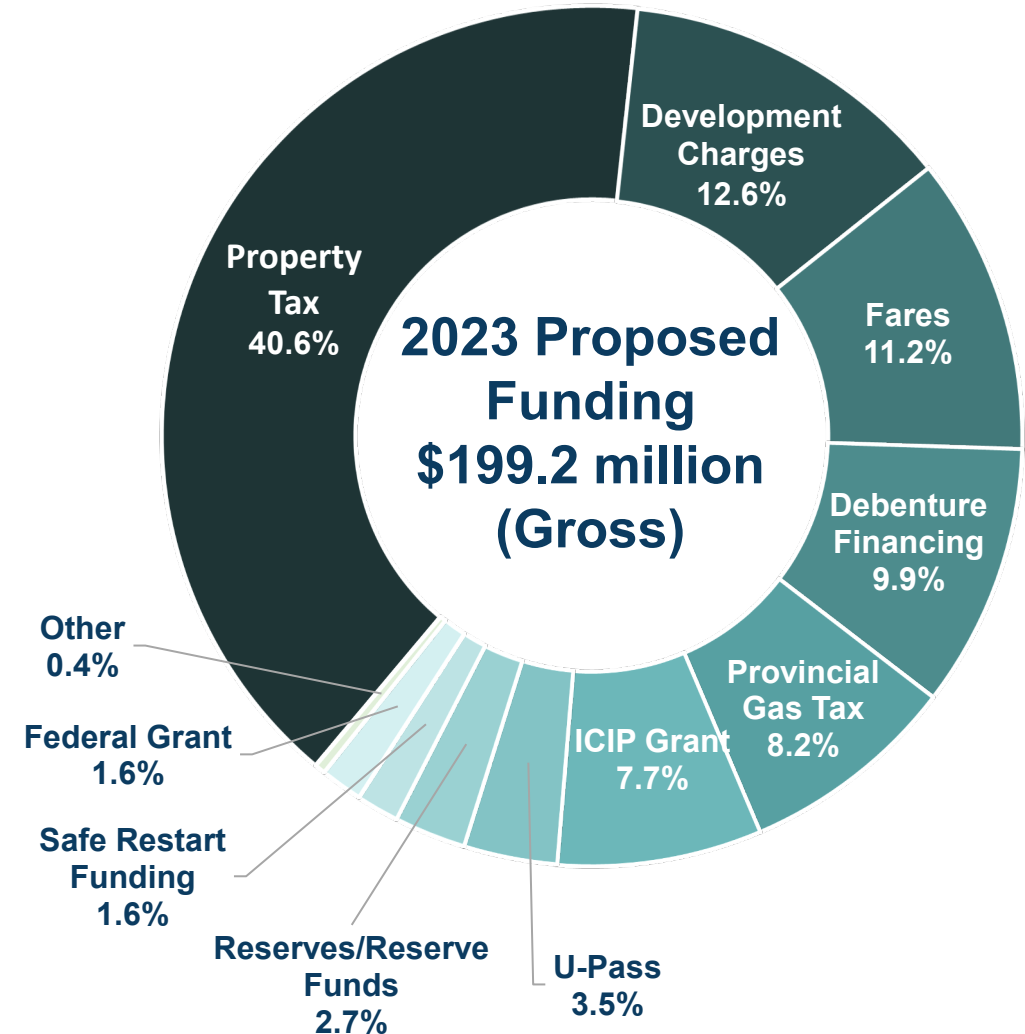
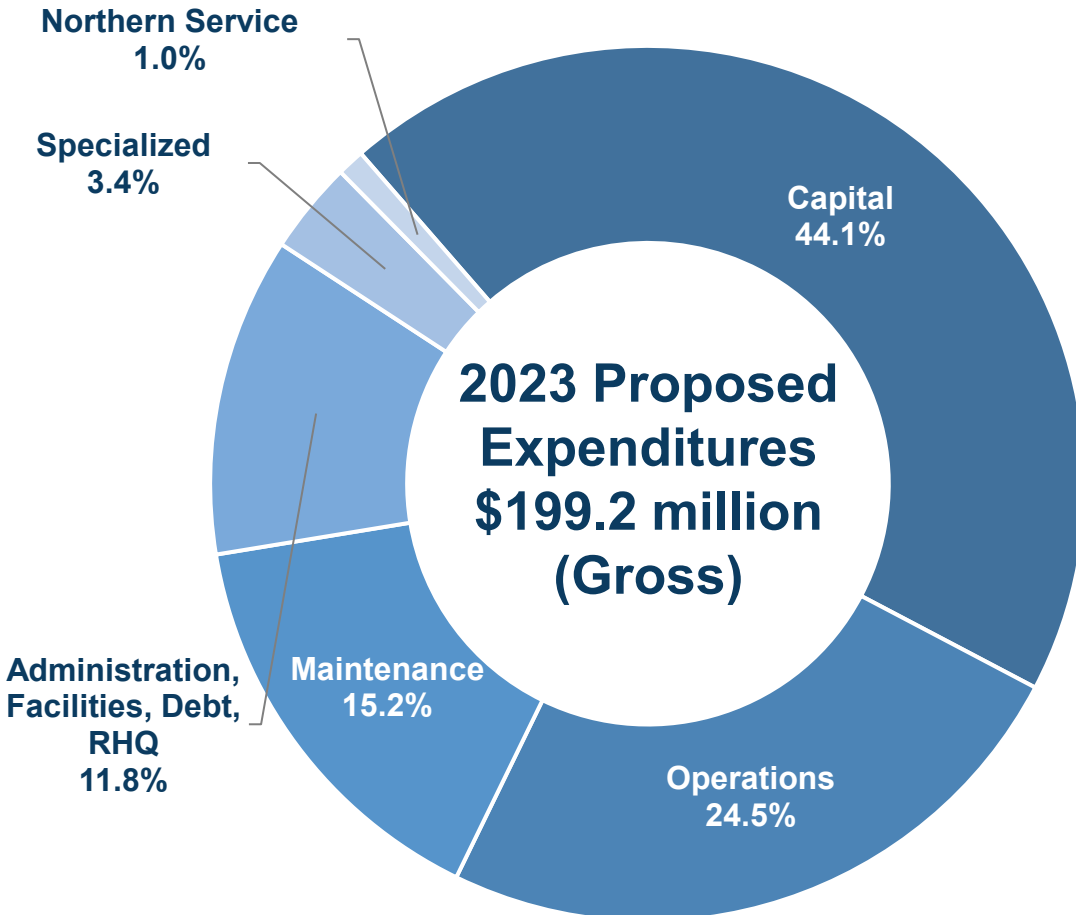
Implemented DRT branded On Demand service ensuring a consistent customer experience

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*.



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## Questions