



# Mississauga Transit - Table of Contents

2010businessplan&budgetupdate

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# City of Mississauga

## *Mississauga Transit 2010 Business Plan Update*



Mississauga transit provides an alternative to private vehicles for personal transportation needs. Through Mississauga Transit the City provides an environmentally efficient mode of transportation. Mississauga transit makes significant contributions to the City's decisions and programs that endeavour to adopt high density development and address traffic congestion, parking availability, citizen's mobility and their health.

The value of public transit to the success of Mississauga has been validated by the:

- Citizens and subject matter experts on city planning, health, and environmental sustainability; who throughout *Our Future Mississauga* consultation, repeatedly communicated their expectation for a reliable and convenient transit service in Mississauga.
- City's strategic pillar: Developing a Transit-Oriented City.

## **2010 Business Plan & Budget Update**

The 2009-2010 Business Plan and Budget represented two years of thorough and coordinated Service Area planning. The Transit Business Plan & Budget are integrated plans which include deliverables that have been identified as both a priority and achievable within the prescribed periods of time as set out by the Service Area staff. They also include performance measures and benchmarks which are monitored to ensure that Service Area plans are achievable. 2010 marks the second year of Mississauga's two year Business Plan and Budget. This year, the focus is primarily on updating and presenting exceptions and amendments to Service Area plans, while still providing comprehensive budgets and two year operational forecasts.

The following summary indicates what has changed since writing the 2009-2010 Business Plan & Budget and what achievements have been realized. The proposed capital and operating budgets which summarize the financial resources required to implement the proposed 2010 business plan are included in the Service Area section of the 2010 Business Plan & Budget Update book.

Today 150,000 people depend on Mississauga Transit for their daily commute; regular and occasional customers make almost 30 million trips a year. The impact on the environment is immediate, as transit users prevent the emission of approximately 3.3 million lbs. a day (or 992 million lbs. a year) of carbon dioxide.

Our Future Mississauga Action Plan recognizes the long-term commitment required to deliver a viable alternative to personal vehicles. Under the visionary tab for move, the action plan acknowledges the infrastructure challenge the City must overcome to achieve a dramatic impact on its transportation modal split. This section also highlights the importance of a successful transit service to ensure environmental sustainability, vibrant and connected neighbourhoods, and continuous economic exchange.

Council has already, particularly in the past four years, allocated important resources to initiate the transformation of Mississauga Transit from a suburban service, which mainly carried people to and from Toronto's subway system, to a transit service in which 87% of the trips are initiated and finished within City boundaries.

Mississauga Transit is the delivery arm of one of the City's strategic pillars and pivot to the success of Building a City of the 21<sup>st</sup> Century Strategic Priority.

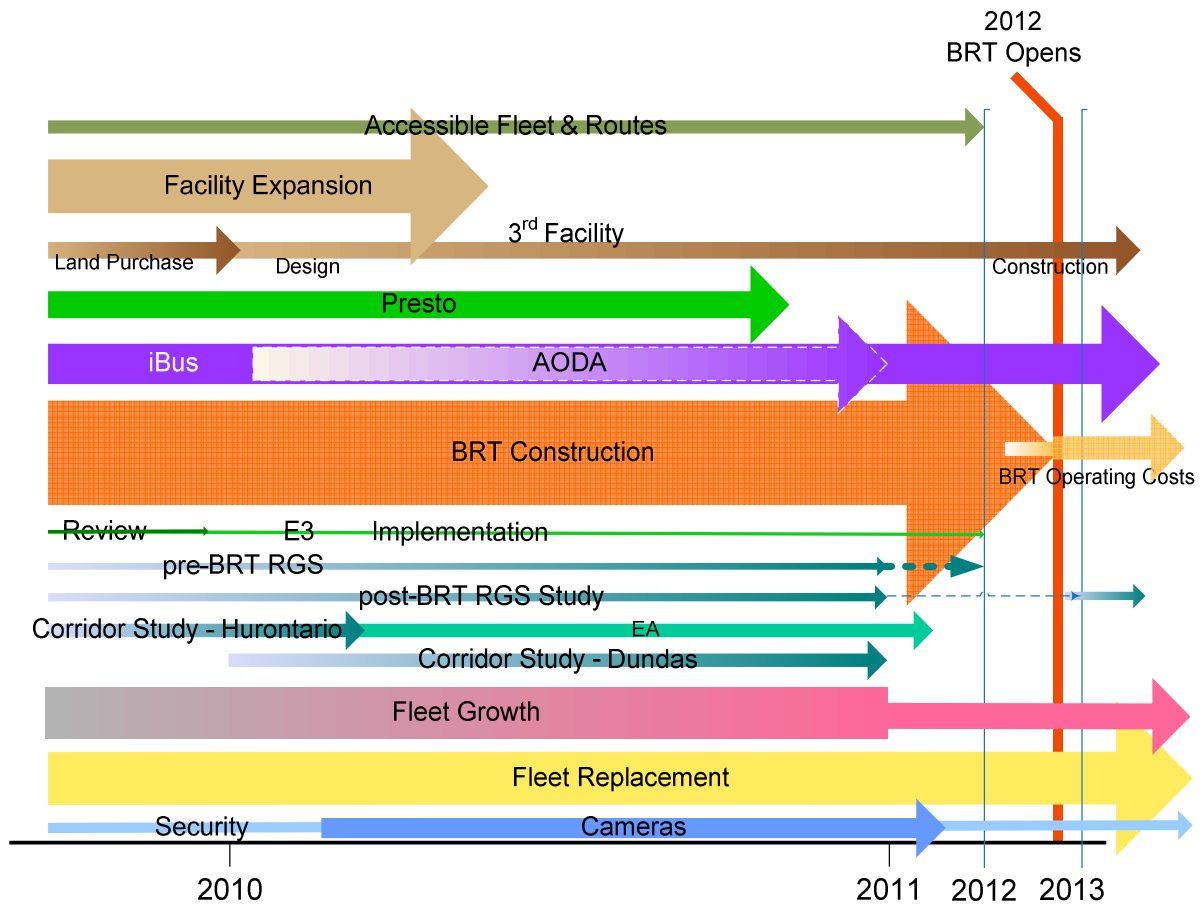
The Bus Rapid Transit (BRT) project office is a high profile part of the Transit Service Area. The Mississauga BRT Project will see the creation of an 18 kilometre high-efficiency transit corridor connecting Winston Churchill Blvd. with Renforth Drive. The Mississauga BRT Project is part of a larger 100 kilometre GTA BRT program connecting Oakville to Pickering.

Transportation Planning, a section of Transportation and Infrastructure Planning, is also an important part of the Transit Service Area. Transportation Planning works with a long-term view to ensure the City's on-going and future investments on its road network incorporates transit friendly features, particularly on main corridors like Hurontario.



## 2010 Update on Transit Service Area Projects:

The following graphic illustrates the timing for all the transit service area initiatives; the next table provides a brief summary on the status of each project. All these activities are directed towards the development of the infrastructure, service capacity, and management capabilities required to deliver a transit service that is convenient for customers; particularly the choice rider.



| Initiatives                                  | Update  |
|--|---|
| 1 Ridership Growth Strategy (Phase II)       | <ul style="list-style-type: none"> <li>▫ Ridership losses due to the economic downturn and the lack of sustained funding forced a review of the original plan's scope and reach.</li> <li>▫ 2010 will see the launch of the pre-BRT City Centre-Malton Route 107 during weekday peak hours.</li> <li>▫ Resources will be allocated to compensate for the traffic congestion issues that are a by-product of the major road programs of the ISF infrastructure projects.</li> </ul>  |
| 2 Transit 2010 – I.T. Framework              | <ul style="list-style-type: none"> <li>▫ Replacement of Mississauga Transit (MT) scheduling software was initiated.</li> <li>▫ Contract for the replacement and implementation of MT operating systems was awarded and the design phase initiated.</li> <li>▫ City Link has a new IVR (interactive voice recognition).</li> <li>▫ Procurement was completed and a vendor successfully awarded the contract for the development of the intelligent transportation systems for transit, with a priority given to the deployment of automated stop announcements.</li> </ul> |
| 3 GTA Fare System – PRESTO                   | <ul style="list-style-type: none"> <li>▫ PRESTO's first deployment with end-state equipment is taking place in Oakville and Burlington.</li> <li>▫ Mississauga's internal team continues to work on its readiness program to start device installation in spring 2010 and planned go-live on fall 2010.</li> </ul>  |
| 4 Central Parkway Transit Facility Expansion | <ul style="list-style-type: none"> <li>▫ New facilities – body shop, bus repair, and bus storage – were completed and in full operation.</li> <li>▫ Existing facilities – bus storage, bus repair and operations building – are under renovation with completion date planned for spring 2010.</li> </ul>   |
| 5 Mississauga Transit Third Satellite        | <ul style="list-style-type: none"> <li>▫ Council approved negotiations to secure required land.</li> <li>▫ First phase of the facility is scheduled to be fully functional by 2015.</li> </ul>  |
| 6 Mississauga Transit Fleet                  | <ul style="list-style-type: none"> <li>▫ 25 new buses, of the 2008/2009 bus procurement program, were accepted for delivery in September 2008.</li> <li>▫ 12 new 30 ft. Eldorado buses were received in August 2009.</li> <li>▫ 57 new buses will be received in 2010 and 50 in 2011.</li> </ul>  |
| 7 Accessibility                              | <ul style="list-style-type: none"> <li>▫ 2,000 bus stops were made accessible in 2009. The remainder of the stops are planned to be fully accessible by the end of 2012.</li> <li>▫ 350 more bus stops will be made accessible in 2010.</li> <li>▫ 47 of the 78 regular routes in system will be accessible by the end of 2009.</li> </ul>  |
| 8 Bus Rapid Transit                          | <ul style="list-style-type: none"> <li>▫ Project is on schedule. Detailed design to be completed by the end of 2010.</li> <li>▫ Construction will start in the spring of 2010 and will last for three full construction seasons.</li> </ul>   |



- Project will be substantially complete by the end of 2012.
  - Project will now integrate with the planned Eglinton LRT at Renforth BRT Station.
  
- 9 Post-BRT Ridership Growth Strategy (Phase III)
  - Transit service planning sections started design work on major corridors to take advantage of the new opportunities created by the BRT, particularly in regards to:
    - \* Rathburn transit priority lanes – an ISF project.
    - \* Hurontario future LRT and precursor service integration with Brampton Transit along this corridor (2011).
    - \* Brampton’s Main service to Square One.
  - Future opportunities also under review:
    - \* Downtown 21, including City Centre Transit Terminal.
    - \* TTC’s proposed Eglinton LRT.
    - \* Dundas future LRT.
  
- 10 Transit Priority
  - A matrix identifying candidate intersections for “transit priority” measures qualified by type of measure and prioritized by relevance for our system now and in the future is being completed and should be available in the first quarter of 2010.
  
- 11 Mississauga Transit Security
  - Recommendations of the Mississauga Transit Threat Risk Assessment and Comprehensive Security Plans have been prioritized.
  - Recommendations included in the plans have been implemented, including the establishment of a Security Review Committee, preliminary work to acquire bus cameras, and the strategic placement of Transit Enforcement Services officers to travel on in-service, Mississauga Transit buses to prevent and address crime and violations of the Transit By-law.
  - Bus cameras will be installed on all buses that have 10 years of service or less.
  
- 12 Transit Corridor Study – Hurontario
  - Corridor assessment completed. A public meeting is planned for December 2009 and the Master Plan completion is scheduled for the 1<sup>st</sup> Quarter 2010.
  - Environmental assessment will commence in 2010.
  
- 13 Transit Corridor Study – Dundas
  - Waiting for completion of Metrolinx BCA (1<sup>st</sup> Quarter 2010).
  
- 14 E<sup>3</sup> (benchmark and efficiency review study)
  - Scheduled for completion in 2010.



# Mississauga Transit

2010 business plan & budget update



# Budget





### 3 YEAR BUDGET AND FORECAST

|                           | 2009<br>Budget      | 2010<br>Budget      | 2011<br>Forecast    | 2012<br>Forecast    |
|---------------------------|---------------------|---------------------|---------------------|---------------------|
| Labour Costs              | 90,747,700          | 96,056,400          | 100,760,500         | 105,264,500         |
| Other Operating Expenses  | 28,124,700          | 24,448,900          | 26,608,800          | 27,990,500          |
| <b>TOTAL COSTS</b>        | 118,872,400         | 120,505,300         | 127,369,300         | 133,255,000         |
| <b>TOTAL REVENUES</b>     | <b>(83,789,300)</b> | <b>(84,710,900)</b> | <b>(82,780,800)</b> | <b>(80,713,550)</b> |
| <b>NET COSTS</b>          | <b>35,083,100</b>   | <b>35,794,400</b>   | <b>44,588,500</b>   | <b>52,541,450</b>   |
| Allocations               | 3,213,900           | 3,333,200           | 3,586,400           | 3,698,100           |
| <b>NET of ALLOCATIONS</b> | <b>38,297,000</b>   | <b>39,127,600</b>   | <b>48,174,900</b>   | <b>56,239,550</b>   |

### Human Resources Requirement

|                            | Total<br>FTE |
|----------------------------|--------------|
| 2009 Budget Recommendation | 1,177.0      |
| 2010 Budget Recommendation | 1,170.0      |

### BUDGET OVERVIEW

#### TRANSIT

|   | 2008 Actual         | 2009 Budget         | 2010 Base Budget    | 2010 Program Changes | 2010 Request        | 2010 Change        |               |
|---|---------------------|---------------------|---------------------|----------------------|---------------------|--------------------|---------------|
|   | \$                  | \$                  | \$                  | \$                   | \$                  | \$                 | %             |
| <b>EXPENDITURES</b>                     |                     |                     |                     |                      |                     |                    |               |
| <b>LABOUR COST</b>                      | 81,468,460          | 90,747,700          | 94,258,600          | 1,797,800            | 96,056,400          | 5,308,700          | 5.9%          |
| Staff Development Costs                 | 106,294             | 117,300             | 118,200             | (9,000)              | 109,200             | (8,100)            | -6.9%         |
| Communications Costs                    | 79,251              | 88,400              | 88,400              | 0                    | 88,400              | 0                  | 0.0%          |
| Transportation Costs                    | 21,508,548          | 22,019,800          | 17,996,700          | 53,800               | 18,050,500          | (3,969,300)        | -18.0%        |
| Occupancy & City Costs                  | 1,947,491           | 2,673,900           | 2,642,600           | (3,800)              | 2,638,800           | (35,100)           | -1.3%         |
| Equipment Costs & Maintenance Agreement | 222,407             | 190,700             | 190,700             | 0                    | 190,700             | 0                  | 0.0%          |
| Contractor & Professional Services      | 735,709             | 818,800             | 770,300             | 192,000              | 962,300             | 143,500            | 17.5%         |
| Advertising & Promotions                | 6,950               | 14,400              | 14,400              | 0                    | 14,400              | 0                  | 0.0%          |
| Materials, Supplies & Other Services    | 1,914,115           | 2,196,000           | 2,228,000           | 161,200              | 2,389,200           | 193,200            | 8.8%          |
| Finance Other                           | (217,163)           | 5,400               | 5,400               | 0                    | 5,400               | 0                  | 0.0%          |
| Transfers                               | 750,700             | 0                   | 0                   | 0                    | 0                   | 0                  | 0.0%          |
| <b>OTHER OPERATING EXPENSES</b>         | <b>27,054,301</b>   | <b>28,124,700</b>   | <b>24,054,700</b>   | <b>394,200</b>       | <b>24,448,900</b>   | <b>(3,675,800)</b> | <b>-13.1%</b> |
| <b>TOTAL EXPENDITURES</b>               | <b>108,522,761</b>  | <b>118,872,400</b>  | <b>118,313,300</b>  | <b>2,192,000</b>     | <b>120,505,300</b>  | <b>1,632,900</b>   | <b>1.4%</b>   |
| <b>REVENUES</b>                         |                     |                     |                     |                      |                     |                    |               |
| Fees & Service Charges                  | (60,351,439)        | (67,084,300)        | (60,237,300)        | 0                    | (60,237,300)        | 6,847,000          | 10.2%         |
| Rents, Concessions & Franchise          | (134,886)           | (182,000)           | (182,000)           | 0                    | (182,000)           | 0                  | 0.0%          |
| Other Revenue                           | 534                 | (16,523,000)        | (21,511,500)        | (2,780,100)          | (24,291,600)        | (7,768,600)        | -47.0%        |
| Transfers                               | (8,799,083)         | 0                   | 0                   | 0                    | 0                   | 0                  | 0.0%          |
| <b>TOTAL REVENUES</b>                   | <b>(69,284,873)</b> | <b>(83,789,300)</b> | <b>(81,930,800)</b> | <b>(2,780,100)</b>   | <b>(84,710,900)</b> | <b>(921,600)</b>   | <b>-1.1%</b>  |
| <b>NET SERVICE IMPACT</b>               | <b>39,237,888</b>   | <b>35,083,100</b>   | <b>36,382,500</b>   | <b>(588,100)</b>     | <b>35,794,400</b>   | <b>711,300</b>     | <b>2.0%</b>   |
| Allocations                             | 2,696,700           | 3,213,900           | 3,333,200           | 0                    | 3,333,200           | 119,300            | 3.7%          |
| <b>NET of ALLOCATIONS</b>               | <b>41,934,588</b>   | <b>38,297,000</b>   | <b>39,715,700</b>   | <b>(588,100)</b>     | <b>39,127,600</b>   | <b>830,600</b>     | <b>2.2%</b>   |

## Service Budget Highlights - Operating

The recommended 2010 Total Operating Plan of \$120.5 million (gross) has increased by \$1.6 million, or 1.4%, over the 2009 revised total operating plan. An increase in the funding allocated from the provincial gas tax revenues will cover the incremental costs related to the service improvements and expansion. In 2010, the transfer from the Provincial Gas Tax Reserve Fund to Transit's operating budget will total \$14.2 million, an increase of \$1.4 million. In addition, farebox revenue shortfalls from 2008 and 2009, as well as 2010 revenue adjustments totalling \$9.5 million, have been offset in 2010 by transitional funding from the Provincial Gas Tax Reserve Fund. The net service impact for 2010 is an increase of \$830.6k.

### 2010 Highlights of the recommended budget include :

- Implementation of the revised Ridership Growth Strategy year 4 (RGS IV) of a 5 year plan, with specific emphasis on:
  - Pre-BRT Limited Stop route (107 Airport/Malton)
  - Addressing congestion issues due to traffic
  - Strengthening rush hour service on main corridors
  - Rationalizing neighbourhood coverage
  - Resetting local feeders
  - Consolidating main corridors
- The original RGS plans for 2009/10/11 proposed to continue increasing service hours by approximately 87,500 hours annually. This plan has been reviewed and a revised strategy developed to eliminate the need for tax funded support for this growth in 2010. This, however, will result in a reduction in additional service hours from 87,500 hours to 30,000 hours in 2010.
- The cost of these Transit service improvements, as well as the balance of the 2009 service improvement costs (RGS III), is \$2.3 million. These growth-related pressures will be funded by an increased draw from the Provincial Gas Tax Reserve Fund in 2010.

### Service Budget Highlights - Operating

- Current funding from the Province, based on the allocation of 2 cents of the provincial gas tax, will be fully utilized once the additional draw is made in 2010. A plan has also been developed to replace the \$9.5 million draw for the farebox revenue shortfall from the Provincial Gas Tax Reserve Fund with tax funding over the three year period from 2011 to 2013.
- Transit's commitment and support to ongoing capital projects (Central Parkway expansion and renovation, Presto Farecard) is also increasing as these projects move forward.
- To implement/support the operating and capital initiatives and to ensure that base staffing levels are in place to meet daily service requirements, 30 new permanent and one contract conversion to permanent will be required. These staff will be required for the implementation of RGS year IV and the 30,000 additional service hours. As well, the elimination of 38 permanent and one contract staff has been shown in the overall complement for Transit to reflect the scaling back in service for RGS year III and route rationalizations in 2009 and 2010. The new 2010 staff request for Transit RGS year IV is as follows:

| <b>2010 Summary of New Staff Requests</b> |  |           |
|---|--|-----------|
| <b>Operations</b>                         | <b>Transit Operators</b>                   | <b>20</b> |
| <b>Maintenance</b>                        | <b>Mechanical</b>                          | <b>2</b>  |
|   | <b>Building/Clerical/Stores</b>            | <b>3</b>  |
|   | <b>Hoist Maintenance Person (F&amp;PM)</b> | <b>1</b>  |
|   | <b>Maintenance Supervisor</b>              | <b>1</b>  |
| <b>Service Delivery</b>                   | <b>Allocation</b>                          | <b>1</b>  |
| <b>Security</b>                           | <b>Transit Enforcement Officers</b>        | <b>2</b>  |
| <b>Total New Positions</b>                |  | <b>30</b> |

## Service Budget Highlights - Operating

### The proposed 2010 operating plan for Mississauga Transit provides for:

- \$5.2 million in additional funding for labour costs
- \$2.6 million of this increase relates to the balance of the annualization costs for 2009 service improvements that have been budgeted in 2010 and the 2010 portion of RGS IV
- A reduction of \$270.1k represents Transit route eliminations and frequency reductions
- The balance, or \$2.9 million, covers collective agreement increases, economic adjustments, performance increases and related fringe benefit increases

### Other significant operating changes include:

- Farebox revenues have decreased \$6.9 million, or 11%, from the 2009 budget of \$63.3 million.
  - \$6.9 million decrease relating to carryover of ridership decline in 2009 and unrealized fare increase revenues from the last few years
  - \$2.6 million decrease of 2010 farebox revenue projections that were originally included in the budget but were subsequently deemed unrealistic in the current economic downturn

The total decrease of \$9.5 million is fully offset by a transfer from the Provincial Gas Tax Reserve Fund.

- The diesel fuel budget has decreased by \$4.3 million. This decrease is related to the following:
  - \$4.0 million decrease for diesel fuel represents a twenty-four cent decrease/litre over the 2009 budgeted price/litre (\$0.98 to \$0.74)
  - \$452.1k decrease related to revised fuel consumption estimates
  - \$110.2k decrease for 2010 route rationalization
  - \$199.1k increase to annualize the 2009 RGS III fuel requirement
  - \$30.2k increase for the pro-rated 2010 RGS IV fuel requirement

### Service Budget Highlights - Operating

- The transportation cost has increased by \$361.7k, consisting of the following:
  - \$250.0k for inventory increases
  - \$35.0k for inflationary tire lease costs
  - \$52.7k for the annualization of the 2009 Ridership Growth Strategy, Year III
  - \$23.2k for various ATU collective agreement items
  
- Transit Route Eliminations and Frequency Reductions:
  - Mississauga Transit has conducted a system wide review of route performance with a view toward eliminating or reducing service levels on poor performing transit routes. Total potential savings of \$335.4k (full year) are forecasted based on the following adjustments:
    - Route Elimination - 62 Cooksville Shuttle-Webb Go Shuttle \$59.2k
    - Service Reduction - 33 Erin Centre Loop - \$103.0k
    - Frequency Reduction - 26 Burnhamthorpe, 31 Folkway-Homelands, 44 Mississauga Road - \$173.2k
    - Implementation will occur in a phased manner. Consequently, total savings of \$270.1k are achievable in 2010 which will result in the elimination of four transit operator positions.

## Service Budget Highlights - Capital

The 2010 - 2019 capital budget and forecast recommends a net expenditure of \$123.0 million for 2010 and a total of \$472.9 million for the ten year period.

### 2010 Highlights:

**A total of \$169.8 million (gross), \$123.0 million (net) is recommended for the 2010 Transit Capital budget.**

- Mississauga Transit is faced with formidable challenges over the next several years to not only meet the pressures of daily service delivery but also to manage the following key initiatives:
  - Acquisition of 8 growth buses this year for use towards the implementation of the Ridership Growth Strategy
  - Acquisition of 49 replacement buses as part of the 12 year bus lifecycle
  - Final phase of the Central Parkway Campus Expansion and Renovation (completion expected in spring 2010)
  - PRESTO project
  - Integrate implementation of various technology based projects needed to update Transit's core operational applications and provide automated performance measurement systems to improve service reliability, schedule adherence and provide real time information (second stage)
  
- The planning and start of construction of Mississauga's portion of the Bus Rapid Transit (BRT) Project continues to advance in 2010 with:
  - Start of construction in spring, 2010
  - Completion of construction and start of full operations continues to be on target for late 2012
  - The City of Mississauga will continue to lead the design and construction of the BRT East segment (City Centre to Renforth Drive) while GO Transit will lead design and construction of BRT West segment (Winston Churchill Blvd. to Erin Mills Parkway)
  - Transit priority measures and upgraded passenger facilities along the Hurontario Street and Dundas Street corridors.

### Service Budget Highlights - Capital

#### Significant projects included in the 2010 plan are:

- Bus acquisitions – 49 replacement and 8 growth buses (\$33.7 million)
- BRT detailed design, start of construction of the East Segment of the BRT (\$66.6 million)
- Transit CAD/AVL/automated stop announcements initiative, integrating Transit Smart Bus technologies with Transit's Operational Systems – Phase 2 (of 3) funding (\$8.0 million)
- Transit GTA Farecard (PRESTO) – final phase to integrate Transit systems in the GTA to allow for a seamless ride for the Transit user (\$4.2 million)
- Transit facility expansion/renovation/upgrade (\$2.5 million)
  - Final phase funding for the Central Parkway Maintenance Facility and Bus Storage expansion and renovation

#### Highlights of the 10 year plan include:

#### Transit Capital Highlights : A total of \$599.2 million (gross), \$472.9 million (net)

- The design and construction of the Mississauga segment of the 403/Eglinton BRT (\$103.6 million)
- Design and construction of the third Bus Storage and Maintenance Facility (\$62.0 million)
- Total bus fleet replacements over ten years
  - 297 buses (\$96.5 million)
- Total bus fleet expansion over ten years
  - 80 forty foot buses and 15 sixty foot BRT buses (\$61.0 million)

#### Transit Capital Unfunded Highlights:

- \$28.9 million relates to the Transit Growth Buses (2011-2019)
- The BRT has a construction shortfall of \$52.5 million (gross) of which a portion could be offset by interest earned on project funds of \$14.7 million with a request for the remaining shortfall to come from our Federal and Provincial partners.

# Mississauga Transit

2010 business plan & budget update



# Operating





## 2010 Explanation of Budget Changes

### Program: Transit

#### Description of Program

This division/program administers and operates the transit system in the City of Mississauga. It includes on-street bus operations, on-street operational control, supervision, driver training; fleet maintenance, route maintenance, transit service development, customer relations, system bus scheduling, fleet allocation, and the BRT project office.

|                     | 2009<br>Restated<br>Budget | 2010<br>Requested<br>Budget | Change in 2010<br>Requested Budget<br>To 2009 Restated<br>Budget |             | Explanation  |
|---------------------|----------------------------|-----------------------------|--|-------------|--|
|                     | \$                         | \$                          | \$   | %           |  |
| <b>EXPENDITURES</b> |                            |                             |  |             |  |
| <b>LABOUR COST</b>  | <b>90,747,700</b>          | <b>96,056,400</b>           | <b>5,308,700</b>   | <b>5.9%</b> | <ul style="list-style-type: none"> <li>- The increase in permanent labour costs reflects adjustments for the following items:</li> <li>- Performance pay and economic adjustment increases, labour adjustments, and other fringe benefit changes.</li> <li>- The budget was increased by \$996.0k related to the annualization of 38 positions for (2009/10) of the Ridership Growth Strategy (RGS). Costs include \$319.0k for 5 General Service Persons (GSPs), \$121.2k for 25 Transit Operators, \$118.6k for 2 Mechanics, \$106.8k for 2 Route Supervisors, \$59.3k for 1 Bodyman, \$41.1k for 1 General Service Person (GSP), \$37.7k for 1 Service Delivery Super User, \$37.7k for 1 Maintenance Supervisor, \$39.7k for 2 Transit Enforcement Officers, \$19.3k for 1 Maintenance Clerk, \$19.3k for 1 Storekeeper, \$14.8k for the Conversion from Contract to Perm for the Operations Super User, \$14.8 for 1 Operations Supervisor, \$14.8k for 1 GSP Supervisor, \$12.9k for 1 Training Officer, \$10.5k for 1 Building &amp; Route (B&amp;R) Service Person, and \$8.5k for 1 Allocator.</li> </ul> |

# Mississauga Transit

## 2010 business plan & budget update

### 2010 EXPLANATION OF BUDGET CHANGES

#### PROGRAM: TRANSIT

|                         | 2009<br>Restated<br>Budget | 2010<br>Requested<br>Budget | Change in 2010<br>Requested Budget<br>To 2009 Restated<br>Budget |        | Explanation   |
|-------------------------|----------------------------|-----------------------------|--|--------|---|
|                         | \$                         | \$                          | \$   | %      |   |
|                         |                            |                             |  |        | <ul style="list-style-type: none"> <li>- The budget decreased by (\$325.1k) related to the annualization of the October 15, 2009 Budget Committee initiative - Transit Route Eliminations &amp; Frequency Reductions for Operators.</li> <li>- The budget was decreased by (\$270.1k) related to the pro-rated 2010 Transit Route Eliminations &amp; Frequency Reductions for Operators.</li> <li>- The budget was increased by \$1.9M related to the pro-rated cost of 30 new staff required for (2010/11) of the Ridership Growth Strategy (RGS). Cost include \$1.5M for 20 Operators, \$103.7k for 2 Transit Enforcement Officers, \$61.8k for 2 Mechanics, \$56.2k for 1 Building &amp; Route Service Person, \$55.0k for 1 Maintenance Supervisor, \$45.9k for 1 Allocator, \$41.6k for 1 Hoist Maintenance Person, \$28.0k for 1 Storekeeper; and \$21.4k for 1 General Service Person (GSP).</li> <li>- The budget was increased by \$149.8k related to the pro-rated cost of 2 Contract GTA Farecard Trainers.</li> <li>- The budget was decreased by (\$60.6k) related to the elimination of 1 Contract Garage Supervisor.</li> <li>- The budget was decreased by (\$55.1k) related to the elimination of 1 Contract Technical Business Analyst added in 2008.</li> </ul> |
| Staff Development Costs | 117,300                    | 109,200                     | (8,100)  | -6.9%  | - The budget decrease relates to the City wide staff development reduction.   |
| Communication Costs     | 88,400                     | 88,400                      | 0  | 0.0%   |   |
| Transportation Costs    | 22,019,800                 | 18,050,500                  | (3,969,300)  | -18.0% | <ul style="list-style-type: none"> <li>- The budget was increased by: \$199.1k related to Diesel Fuel for the Annualization of Year 3 of the Ridership Growth Strategy (RGS).</li> <li>- The budget was increased by \$55.1k related to the annualization of other operating expenditures for Year 3 of the Ridership Growth Strategy (RGS).</li> </ul>   |

# Mississauga Transit

2010 business plan & budget update

## 2010 EXPLANATION OF BUDGET CHANGES

### PROGRAM: TRANSIT

|  | 2009<br>Restated<br>Budget | 2010<br>Requested<br>Budget | Change in 2010<br>Requested Budget<br>To 2009 Restated<br>Budget |       | Explanation  |
|--|----------------------------|-----------------------------|--|-------|--|
|  | \$                         | \$                          | \$   | %     |  |
| Occupancy & City Costs                   | 2,673,900                  | 2,638,800                   | (35,100)   | -1.3% | <ul style="list-style-type: none"> <li>- The budget was increased by \$30.2k related to the pro-rated cost of Diesel fuel for Year 4 of the Ridership Growth Strategy (RGS).</li> <li>- The budget was increased by \$23.6k related to the pro-rated costs of other operating expenditures for Year 4 of the Ridership Growth Strategy (RGS).</li> <li>- The budget was increased by \$285.0k related to increased vehicle maintenance costs. Costs include \$35.0k for a 15% increase in the cost of the tire lease contract and \$250.0k for inventory cost increases.</li> <li>- The budget was decreased by: \$4.0M related to a (\$0.24) decrease (from \$0.98 to \$0.74) in the price of Diesel fuel.</li> <li>- The budget was decreased by (\$452.1k) related to diesel capacity excess offset by a decrease in gas tax.</li> <li>- The budget was decreased by (\$110.2k) related to the annualization of the October 15, 2009 Budget Committee initiative - Transit Route Eliminations &amp; Frequency Reductions for diesel fuel.</li> <li>- The budget was decreased by (\$50.0k) for land lease - parking lot near Malton Transit Garage.</li> <li>- The budget was increased by \$22.5k related to the increased lease cost for the Transit Project Office.</li> <li>- The budget was decreased by a net (\$5.2k) related to decreased utilities cost allocations.</li> <li>- The budget was decreased by a total of (\$2.4k) related to "My Idea #229" (\$1.5k) for turning the escalator off overnight at the City Centre Transit Terminal, and "My Idea #110" (\$0.9) for turning off lights at the Malton Garage.</li> </ul> |
| Equipment Costs & Maintenance Agreements | 190,700                    | 190,700                     | 0  | 0.0%  |  |

# Mississauga Transit

2010 business plan & budget update

## 2010 EXPLANATION OF BUDGET CHANGES

### PROGRAM: TRANSIT

|                                      | 2009<br>Restated<br>Budget | 2010<br>Requested<br>Budget | Change in 2010<br>Requested Budget<br>To 2009 Restated<br>Budget |               | Explanation   |
|--------------------------------------|----------------------------|-----------------------------|--|---------------|---|
|                                      | \$                         | \$                          | \$   | %             |   |
| Contractor & Professional Services   | 818,800                    | 962,300                     | 143,500  | 17.5%         | - The budget increased by a net \$143.5k related to the following: \$192.0k for the new armoured courier contract, and a reduction of (\$48.5k) for the realignment of budgets to prior years actual.   |
| Advertising & Promotions             | 14,400                     | 14,400                      | 0  | 0.0%          |   |
| Materials, Supplies & Other Services | 2,196,000                  | 2,389,200                   | 193,200  | 8.8%          | - The budget was increased by: \$8.8k related to the annualization of other operating expenditures for Year 3 of the Ridership Growth Strategy (RGS)<br>- The budget was increased by \$23.2k related to increased costs for non-labour allowances as a result of the new Amalgamated Transit Union (ATU) Collective Agreement.<br>- The budget was increased by \$146.0k related to fare media commissions payable to agents.<br><br>- The budget was increased by \$14.9k related to the pro-rated costs of other operating expenditures for Year 4 of the Ridership Growth Strategy (RGS).<br>- The budget was decreased by (\$2.7k) related to "My Idea #17" for the elimination of styrofoam cups. |
| Finance Other                        | 5,400                      | 5,400                       | 0  | 0.0%          |   |
| <b>OTHER OPERATING EXPENSES</b>      | <b>28,124,700</b>          | <b>24,448,900</b>           | <b>(3,675,800)</b>   | <b>-13.1%</b> |   |
| <b>TOTAL EXPENDITURES</b>            | <b>118,872,400</b>         | <b>120,505,300</b>          | <b>1,632,900</b>   | <b>1.4%</b>   |   |

# Mississauga Transit

## 2010 business plan & budget update

### 2010 EXPLANATION OF BUDGET CHANGES

#### PROGRAM: TRANSIT

|                                | 2009<br>Restated<br>Budget | 2010<br>Requested<br>Budget | Change in 2010<br>Requested Budget<br>To 2009 Restated<br>Budget |              | Explanation  |
|--------------------------------|----------------------------|-----------------------------|--|--------------|--|
|                                | \$                         | \$                          | \$   | %            |  |
| <b>REVENUES</b>                |                            |                             |  |              |  |
| Fees & Service Charges         | (67,084,300)               | (60,237,300)                | 6,847,000  | 10.2%        | -The budget was reduced by \$6.9M based on the carryover of the 2009 ridership decline into 2010 and unrealized fare increase revenue from the last several years.<br>- The budget was decreased by (\$89.0k) related to the October 15, 2009 Budget Committee Initiative - Transit Route Eliminations & Frequency Reductions for revenues.<br>- The budget was increased by \$100.0k related to increased revenues from the Transit passenger shelter advertising contract. |
| Rents, Concessions & Franchise | (182,000)                  | (182,000)                   | 0  | 0.0%         |  |
| Other Revenue                  | (16,523,000)               | (24,291,600)                | (7,768,600)  | -47.0%       | - The budget was increased by \$7.8M which represents the additional draw from the Provincial Gas Tax Reserve Fund to offset growth related pressures of \$2.3M and transitional funding of \$5.5M to cover farebox revenue shortfalls.  |
| <b>TOTAL REVENUES</b>          | <b>(83,789,300)</b>        | <b>(84,710,900)</b>         | <b>(921,600)</b>   | <b>-1.1%</b> |  |
| Allocations                    | 3,213,900                  | 3,333,200                   | 119,300  | 3.7%         | - The budget was increased by a net \$82.9k related to the following: \$182.9k in increased costs in the Transportation & Works Department's Business Services Division which are allocated to each of the Services within the Department, offset by (\$100.0k) related to decreased Information Technology (IT) Maintenance costs which are allocated to the services within the City.  |
| <b>NET PROGRAM IMPACT</b>      | <b>38,297,000</b>          | <b>39,127,600</b>           | <b>830,600</b>   | <b>2.2%</b>  |  |

### 2010 Summary of Program Directions

#### Program Additions / New Staff (+)

| Description  | FTE       | Expenditure      | Revenue          | Net              | Start Date      | Briefing Note or Budget Book Page Reference |
|--|-----------|------------------|------------------|------------------|-----------------|---|
| 2010 Pro-Rated Ridership Growth Strategy (RGS), Year 4 | 30        | 2,149,200        |                  | 2,149,200        | Various 2010    | J-23  |
| New Armoured Courier Contract                          |           | 192,000          | (192,000)        | -                | January 1, 2010 | J-24  |
| Increase to Fare Media Commissions                     |           | 146,000          | (146,000)        | -                | January 1, 2010 | J-25  |
| <b>Total Division/Service Base Budget Impacts</b>      | <b>30</b> | <b>2,487,200</b> | <b>(338,000)</b> | <b>2,149,200</b> |                 |   |

#### New Revenues (-)

| Description  | FTE      | Expenditure | Revenue            | Net                | Start Date      | Briefing Note or Budget Book Page Reference |
|--|----------|-------------|--------------------|--------------------|-----------------|---|
| 2010 Pro-Rated Ridership Growth Strategy (RGS), Year 4 |          |             | (1,442,100)        | (1,442,100)        | January 1, 2010 | J-26  |
| <b>Total Division/Service Base Budget Impacts</b>      | <b>0</b> | <b>-</b>    | <b>(1,442,100)</b> | <b>(1,442,100)</b> |                 |   |

#### Program Reductions (-)

| Description   | FTE       | Expenditure      | Revenue            | Net                | Start Date      | Briefing Note or Budget Book Page Reference |
|---|-----------|------------------|--------------------|--------------------|-----------------|---|
| Ridership Growth Strategy (RGS) - Revised Provincial Gas Tax Allocation |           |                  | (1,000,000)        | (1,000,000)        | January 1, 2010 | J-27  |
| Transit Route Eliminations and Frequency Reductions                     | -4        | (280,100)        |                    | (280,100)          | January 1, 2010 | J-28  |
| Reduction to Staff Development  |           | (9,000)          |                    | (9,000)            | January 1, 2010 | J-29  |
| <b>Total Division/Service Base Budget Impacts</b>                       | <b>-4</b> | <b>(289,100)</b> | <b>(1,000,000)</b> | <b>(1,289,100)</b> |                 |   |

#### Efficiencies / Reserve Transfers (+) or (-)

| Description                                       | FTE      | Expenditure    | Revenue  | Net            | Start Date      | Briefing Note or Budget Book Page Reference |
|---|----------|----------------|----------|----------------|-----------------|---|
| myidea Employee Challenge Program                 |          | (6,100)        |          | (6,100)        | January 1, 2010 | J-30  |
| <b>Total Division/Service Base Budget Impacts</b> | <b>0</b> | <b>(6,100)</b> | <b>-</b> | <b>(6,100)</b> |                 |   |

## 2010 Service Change

### 2010 Pro-Rated Ridership Growth Strategy (RGS), Year 4

**Service:** Transit      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** Program Additions or New Staff      **Division:** Transit      **Effective Date:** Various 2010

| Financial Impact   | 2009 Budget          | 2010 Change        | 2011 Change |
|--------------------|----------------------|--------------------|-------------|
| Labour             | \$81,163,100         | \$2,077,900        |             |
| Operating Expenses | 20,102,200           | 71,300             |             |
| Revenue            |                      |                    |             |
| <b>Net Cost</b>    | <b>\$101,265,300</b> | <b>\$2,149,200</b> | <b>\$0</b>  |
| FTE                |                      | 30                 |             |

**FTE:**

Permanent  
Temporary

|    |
|----|
| 30 |
|    |

#### Details of Service Change

Implementation of the revised Ridership Growth Strategy year 4 plan:

- One additional pre-BRT Limited Stop route (107 Airport/Malton);
- Addressing rush hour issues due to traffic congestion and overcrowded buses, additional service hours reduced from original plan of approximately 87,500 hours to 30,000 hours;
- Negligible off-peak improvements;
- Budget hiring in 2010 consists of 20 operators, 7 maintenance personnel, 3 others;
- Fleet growth from 2010 onwards is limited to 8 buses per year.

#### Service Impact

Limited peak service improvements.

## 2010 Service Change

### New Armoured Courier Contract Increases

**Service:** Transit      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** Program Additions or New Staff      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget     | 2010 Change | 2011 Change |
|--------------------|-----------------|-------------|-------------|
| Labour             |                 |             |             |
| Operating Expenses | 124,700         | 192,000     |             |
| Revenue            | (41,700)        | (192,000)   |             |
| <b>Net Cost</b>    | <b>\$83,000</b> | <b>\$0</b>  | <b>\$0</b>  |
| FTE                |                 |             |             |

**FTE:**

Permanent

0

Temporary

0

#### Details of Service Change

-Contract with previous service provider was cancelled as of August, 2009. In 2010, this contract will be re-tendered.  
 -Increase for 2010 incorporates anticipated increase for base service as well as services required during the Central Parkway renovation and additional pick-up at the new Bus storage garage.

#### Service Impact

-Additional armoured courier services are required to ensure transit revenues are transferred and deposited to the bank in a timely and safe manner.

## 2010 Service Change

Increase to Fare Media Commission Sales

**Service:** Transit      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** Program Additions or New Staff      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget      | 2010 Change | 2011 Change |
|--------------------|------------------|-------------|-------------|
| Labour             |                  |             |             |
| Operating Expenses | 342,000          | 146,000     |             |
| Revenue            | (41,700)         | (146,000)   |             |
| <b>Net Cost</b>    | <b>\$300,300</b> | <b>\$0</b>  | <b>\$0</b>  |
| FTE                |                  |             |             |

**FTE:**

Permanent

0

Temporary

0

### Details of Service Change

Increase in fare media commissions is due to increased sales of weekly/monthly passes, tickets and Mississauga Transit stickers for GO pass riders.

### Service Impact

No impact on service levels.

## 2010 Service Change

### 2010 Pro-Rated Ridership Growth Strategy (RGS), Year 4

**Service:** Transit      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** New Revenues      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget           | 2010 Change          | 2011 Change |
|--------------------|-----------------------|----------------------|-------------|
| Labour             |                       |                      |             |
| Operating Expenses |                       |                      |             |
| Revenue            | (63,345,600)          | (1,442,100)          |             |
| <b>Net Cost</b>    | <b>(\$63,345,600)</b> | <b>(\$1,442,100)</b> | <b>\$0</b>  |
| FTE                |                       |                      |             |

**FTE:**

Permanent

0

Temporary

0

#### Details of Service Change

- Transfer of additional Provincial Gas Tax Funding to cover the pro-rated 2010 Ridership Growth Strategy, Year 4 operating costs. A further \$0.7 million was subsequently added to the transfer to fully offset the farebox revenue adjustment for this new service based on the ridership and revenue declines related to the economic downturn.

The original RGS plans for 2009/10/11 proposed to continue increasing service hours by approximately 87,500 hours annually. This plan has been reviewed and a revised strategy developed to eliminate the need for tax funded support for this growth in 2010. This, however, results in a reduction in additional service hours from 87,500 hours to 30,000 hours in 2010.

#### Service Impact

Limited peak service improvements.

## 2010 Service Change

### Ridership Growth Strategy (RGS) - Revised Provincial Gas Tax Allocation

**Service:** Transit      **Strategic Pillar:** Completing Our Neighbourhoods

**Type of Change:** Program Reductions      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget           | 2010 Change          | 2011 Change |
|--------------------|-----------------------|----------------------|-------------|
| Labour             |                       |                      |             |
| Operating Expenses |                       |                      |             |
| Revenue            | (12,802,400)          | (1,000,000)          |             |
| <b>Net Cost</b>    | <b>(\$12,802,400)</b> | <b>(\$1,000,000)</b> | <b>\$0</b>  |
| FTE                |                       |                      |             |

**FTE:**

Permanent

|   |
|---|
| 0 |
|---|

Temporary

|   |
|---|
| 0 |
|---|

#### Details of Service Change

Ridership Growth Strategy (RGS) - revised plans for 2009-2011 aligned incremental costs with remaining provincial gas tax funding, eliminated tax funding requirement for RGS plans in 2010 and utilized \$1 million in provincial gas tax funding in lieu of another fare increase in 2010.

#### Service Impact

Limited peak service improvements.

## 2010 Service Change

### Transit Route Eliminations and Frequency Reductions

**Service:** Transit      **Strategic Pillar:** Completing Our Neighbourhoods

**Type of Change:** Program Reductions      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget         | 2010 Change        | 2011 Change |
|--------------------|---------------------|--------------------|-------------|
| Labour             | \$65,948,800        | (\$280,100)        |             |
| Operating Expenses |                     |                    |             |
| Revenue            |                     |                    |             |
| <b>Net Cost</b>    | <b>\$65,948,800</b> | <b>(\$280,100)</b> | <b>\$0</b>  |
| FTE                |                     | -4                 |             |

**FTE:**

Permanent

Temporary

|    |
|----|
| -4 |
|    |

#### Details of Service Change

Mississauga Transit has conducted a system wide review of route performance with a view toward eliminating or reducing service levels on poor performing transit routes. The total potential savings of \$334.4k (full year) are forecasted based on the following:

\*Route Elimination - 62 Cooksville Shuttle-Webb Go Shuttle - \$59.2k

\*Service Reduction - 33 Erin Centre Loop - \$103.0k

\*Frequency Reduction - 26 Burnhamthorpe, 31 Folkway-Homelands, 44 Mississauga Road - \$173.2k

Implementation will occur in a phased in manner. Consequently, total savings of \$270.1k are achievable in 2010 which will result in the elimination of four transit operator positions. Additional savings of \$10.0k were achieved with the reorganization of supervisory responsibilities in two areas of Transit.

#### Service Impact

Limited peak service improvements.

## 2010 Service Change

### Reduction to Staff Development

**Service:** Transit      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** Program Reductions      **Division:** Transit      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget     | 2010 Change      | 2011 Change |
|--------------------|-----------------|------------------|-------------|
| Labour             |                 |                  |             |
| Operating Expenses | 19,500          | (9,000)          |             |
| Revenue            |                 |                  |             |
| <b>Net Cost</b>    | <b>\$19,500</b> | <b>(\$9,000)</b> | <b>\$0</b>  |
| FTE                |                 |                  |             |

**FTE:**

Permanent

0

Temporary

0

#### Details of Service Change

In the 2010 Budget, the Transportation and Works department reduced their Staff Development budget by \$10,000, of which \$9,000 pertains to the Transit Division.

#### Service Impact

Staff development plans will be reviewed and adjusted as required.

**2010 Service Change**  
myidea Employee Challenge Program

**Service:** Transit                      **Strategic Pillar:** Developing a Transit Oriented City

**Type of Change:** Efficiencies / Reserve Transfers                      **Division:** Transit                      **Effective Date:** January 1, 2010

| Financial Impact   | 2009 Budget      | 2010 Change      | 2011 Change |
|--------------------|------------------|------------------|-------------|
| Labour             |                  |                  |             |
| Operating Expenses | 204,500          | (6,100)          |             |
| Revenue            |                  |                  |             |
| <b>Net Cost</b>    | <b>\$204,500</b> | <b>(\$6,100)</b> | <b>\$0</b>  |
| FTE                |                  |                  |             |

**FTE:**

|           |   |
|-----------|---|
| Permanent | 0 |
| Temporary | 0 |

**Details of Service Change**

The my idea Employee Challenge Program challenged employees to draw upon their knowledge and creativity to develop and submit innovative ideas that would positively impact the City's budget. Staff from across the City engaged in the program. This resulted in a \$6,100 savings for the Transit Division in the following areas:

- Turn off lights at Malton Garage
- Turn off escalator overnight at the Transit Terminal
- Elimination of disposable cups

**Service Impact**

No impact on service levels

# Mississauga Transit

2010 business plan & budget update



# Capital





**Transit Service**  
**2010 - 2019 Net Capital Expenditures By Program**  
**(000's)**

| <b>Transit</b>                | <b>2010<br/>Budget</b> | <b>2011<br/>Forecast</b> | <b>2012<br/>Forecast</b> | <b>2013<br/>Forecast</b> | <b>2014<br/>Forecast</b> | <b>2015<br/>Forecast</b> | <b>2016<br/>Forecast</b> | <b>2017<br/>Forecast</b> | <b>2018<br/>Forecast</b> | <b>2019<br/>Forecast</b> | <b>Total</b>   |
|-------------------------------|------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------|
|                               | \$                     | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$             |
| <b>Buildings</b>              | 2,880                  | 3,600                    | 10,000                   | 30,040                   | 20,040                   | 40                       | 40                       | 40                       | 40                       | 0                        | 66,720         |
| <b>Buses</b>                  | 40,887                 | 20,289                   | 12,728                   | 14,923                   | 13,470                   | 14,758                   | 18,864                   | 18,824                   | 24,047                   | 15,923                   | 194,713        |
| <b>Higher Order Transit</b>   | 69,777                 | 24,791                   | 12,160                   | 0                        | 0                        | 0                        | 0                        | 0                        | 0                        | 0                        | 106,728        |
| <b>On-street Facilities</b>   | 475                    | 275                      | 325                      | 375                      | 190                      | 17,000                   | 17,150                   | 17,135                   | 17,135                   | 17,100                   | 87,160         |
| <b>Other Transit</b>          | 8,500                  | 3,500                    | 100                      | 0                        | 0                        | 100                      | 0                        | 0                        | 100                      | 0                        | 12,300         |
| <b>Vehicle and Equipment</b>  | 525                    | 695                      | 420                      | 495                      | 450                      | 1,045                    | 730                      | 480                      | 280                      | 200                      | 5,320          |
| <b>Total Net Expenditures</b> | <b>123,044</b>         | <b>53,150</b>            | <b>35,733</b>            | <b>45,833</b>            | <b>34,150</b>            | <b>32,943</b>            | <b>36,784</b>            | <b>36,479</b>            | <b>41,602</b>            | <b>33,223</b>            | <b>472,941</b> |

## 2010 - 2019 Net Capital Expenditures by Program and Sub-Program (000's)

### Description of Program

#### Buildings

This program provides funding for new facility construction including the Central Parkway Campus Expansion and Renovation project, a 3rd Transit Facility in the North West quadrant of the City. As well, this program provides funding for minor facility repairs and maintenance for transit facilities.

| Buildings                          | 2010<br>Budget | 2011<br>Forecast | 2012<br>Forecast | 2013<br>Forecast | 2014<br>Forecast | 2015<br>Forecast | 2016<br>Forecast | 2017<br>Forecast | 2018<br>Forecast | 2019<br>Forecast | Total         |
|------------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
|                                    | \$             | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$            |
| <b>Transit New Construction</b>    | 2,880          | 2,600            | 10,000           | 30,000           | 20,000           | 0                | 0                | 0                | 0                | 0                | 65,480        |
| <b>Transit Major Refurbishment</b> | 0              | 1,000            | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 0                | 1,000         |
| <b>Transit Minor Improvements</b>  | 0              | 0                | 0                | 40               | 40               | 40               | 40               | 40               | 40               | 0                | 240           |
| <b>Total Net Expenditures</b>      | <b>2,880</b>   | <b>3,600</b>     | <b>10,000</b>    | <b>30,040</b>    | <b>20,040</b>    | <b>40</b>        | <b>40</b>        | <b>40</b>        | <b>40</b>        | <b>0</b>         | <b>66,720</b> |

**Project Listing**

**Program: Buildings**

**Transit New Construction**

| <b>Year</b>  | <b>Project</b>                                    | <b>Description</b> | <b>Net Cost ('000's)</b> |
|--------------|---|--------------------|--------------------------|
| <b>2010</b>  | Transit Central Parkway Expansion & Refurbishment | Construction       | 2,500                    |
| <b>2010</b>  | Transit Bicycle Storage Facility                  | Construction       | 380                      |
| <b>2011</b>  | Transit City Centre Transit Terminal # 2          | Construction       | 600                      |
| <b>2011</b>  | Transit Facility # 3                              | Design             | 2,000                    |
| <b>2012</b>  | Transit Facility # 3                              | Construction       | 10,000                   |
| <b>2013</b>  | Transit Facility # 3                              | Construction       | 30,000                   |
| <b>2014</b>  | Transit Facility # 3                              | Construction       | 20,000                   |
| <b>Total</b> |   |                    | <b>65,480</b>            |

**Project Listing**

**Program: Buildings**

**Transit Major Refurbishment**

| Year | Project  | Description  | Net Cost ('000's) |
|------|--|--------------|-------------------|
| 2011 | Transit Malton Satellite Bus Storage Parking Refurbishment | Construction | 1,000             |

**Transit Minor Improvements**

| Year         | Project                          | Description              | Net Cost ('000's) |
|--------------|----------------------------------|--------------------------|-------------------|
| 2013         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| 2014         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| 2015         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| 2016         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| 2017         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| 2018         | Transit Facility Repairs (Minor) | General Facility Repairs | 40                |
| <b>Total</b> |                                  |                          | <b>240</b>        |

## 2010 - 2019 Net Capital Expenditures by Program and Sub-Program (000's)

### Description of Program

#### Buses

This program provides funding for initiatives within the 10 year plan which include:

Bus Replacement – Replacement of Transit buses which have reached the end of their useful lives and are no longer cost effective for service.

Fleet Expansion – Annual provisions for growth related buses funded via Development Charges (DC) and for growth buses related to the Ridership Growth Strategy (RGS).

#### Bus Equipment

- Various Transit Smart Bus Technologies;
- Full system implementation of the Transit GTA Farecard (Presto);
- Various Transit Security Improvements/Enhancements;
- Full replacement of the Transit Radio System and annual provisions for growth;
- Annual provisions for the acquisition of Transit Fareboxes related to growth;

Bus Major Maintenance – Annual provisions for rebuilds and replacements of major bus components including engines and transmissions.

| Buses                          | 2010<br>Budget | 2011<br>Forecast | 2012<br>Forecast | 2013<br>Forecast | 2014<br>Forecast | 2015<br>Forecast | 2016<br>Forecast | 2017<br>Forecast | 2018<br>Forecast | 2019<br>Forecast | Total          |
|--------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------|
|                                | \$             | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$             |
| <b>Bus Equipment</b>           | 5,952          | 4,392            | 1,702            | 130              | 130              | 130              | 130              | 130              | 130              | 0                | 12,826         |
| <b>Bus - Major Maintenance</b> | 1,200          | 1,300            | 1,400            | 1,800            | 2,500            | 2,100            | 1,900            | 1,860            | 1,860            | 1,860            | 17,780         |
| <b>Bus Replacement</b>         | 29,695         | 10,765           | 5,554            | 8,921            | 6,768            | 6,768            | 11,074           | 11,074           | 16,297           | 8,303            | 115,219        |
| <b>Fleet Expansion</b>         | 4,040          | 3,832            | 4,072            | 4,072            | 4,072            | 5,760            | 5,760            | 5,760            | 5,760            | 5,760            | 48,888         |
| <b>Total Net Expenditures</b>  | <b>40,887</b>  | <b>20,289</b>    | <b>12,728</b>    | <b>14,923</b>    | <b>13,470</b>    | <b>14,758</b>    | <b>18,864</b>    | <b>18,824</b>    | <b>24,047</b>    | <b>15,923</b>    | <b>194,713</b> |

**Project Listing**

**Program: Buses**

**Bus Equipment**

| <b>Year</b> | <b>Project</b>                                  | <b>Description</b>                     | <b>Net Cost ('000's)</b> |
|-------------|---|--|--------------------------|
| <b>2010</b> | Transit Radio System Acquisitions - Growth      | Radios for (7) 2010 growth buses       | 70                       |
| <b>2010</b> | Transit Farebox Acquisitions - Growth           | Fareboxes for (15) 2010 growth buses   | 162                      |
| <b>2010</b> | Transit GTA Farecard (PRESTO)                   | Full system implementation - Phase 2   | 4,220                    |
| <b>2010</b> | Transit Security Improvements/Enhancements      | Various security initiatives           | 1,500                    |
| <b>2011</b> | Transit Radio System Acquisitions - Replacement | New System - To replace radios in 2011 | 2,500                    |
| <b>2011</b> | Transit Radio System Acquisitions - Growth      | Radios for (8) 2011 growth buses       | 80                       |
| <b>2011</b> | Transit Farebox Acquisitions - Growth           | Fareboxes for (30) growth buses        | 412                      |
| <b>2011</b> | Transit Security Improvements/Enhancements      | Various security initiatives           | 1,400                    |
| <b>2012</b> | Transit Radio System Acquisitions - Growth      | Radios for (8) 2012 growth buses       | 40                       |
| <b>2012</b> | Transit Farebox Acquisitions - Growth           | Fareboxes for (15) 2012 growth buses   | 162                      |

**Project Listing**

**Program: Buses**

**Bus Equipment**

| Year | Project                                    | Description   | Net Cost ('000's) |
|------|--|---|-------------------|
| 2012 | Transit Customer Information Interfaces    | Interactive Voice Recognition (IVR) trip planning, link to click n' ride and shelters with information displays | 1,500             |
| 2013 | Transit Radio System Acquisitions - Growth | Radios for (8) 2013 growth buses  | 40                |
| 2013 | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2013 growth buses   | 90                |
| 2014 | Transit Radio System Acquisitions - Growth | Radios for (8) 2014 growth buses  | 40                |
| 2014 | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2014 growth buses   | 90                |
| 2015 | Transit Radio System Acquisitions - Growth | Radios for (8) 2015 growth buses  | 40                |
| 2015 | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2015 growth buses   | 90                |
| 2016 | Transit Radio System Acquisitions - Growth | Radios for (8) 2016 growth buses  | 40                |
| 2016 | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2016 growth buses   | 90                |

**Project Listing**

**Program: Buses**

**Bus Equipment**

| <b>Year</b>  | <b>Project</b>                             | <b>Description</b>                  | <b>Net Cost ('000's)</b> |
|--------------|--|-------------------------------------|--------------------------|
| <b>2017</b>  | Transit Radio System Acquisitions - Growth | Radios for (8) 2017 growth buses    | 40                       |
| <b>2017</b>  | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2017 growth buses | 90                       |
| <b>2018</b>  | Transit Farebox Acquisitions - Growth      | Fareboxes for (8) 2017 growth buses | 90                       |
| <b>2018</b>  | Transit Radio System Acquisitions - Growth | Radios for (8) 2018 growth buses    | 40                       |
| <b>Total</b> |  |                                     | <b>12,826</b>            |

### Project Listing

#### Program: Buses

#### Bus - Major Maintenance

| Year         | Project  | Description   | Net Cost ('000's) |
|--------------|--|---|-------------------|
| 2010         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,200             |
| 2011         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,300             |
| 2012         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,400             |
| 2013         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,800             |
| 2014         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 2,500             |
| 2015         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 2,100             |
| 2016         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,900             |
| 2017         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,860             |
| 2018         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,860             |
| 2019         | Capital Bus Maintenance - Major Component Rehabilitation/Replacement | Rebuild and replacement of major components (eg. engines, transmissions). | 1,860             |
| <b>Total</b> |  |   | <b>17,780</b>     |

**Project Listing**

**Program: Buses**

**Bus Replacement**

| <b>Year</b>  | <b>Project</b>                         | <b>Description</b>                                | <b>Net Cost ('000's)</b> |
|--------------|--|---|--------------------------|
| <b>2010</b>  | Transit Bus Acquisitions - Replacement | Replace (27) 1998 - 40' buses                     | 10,995                   |
| <b>2010</b>  | Transit Bus Acquisitions - Replacement | (22) 60' buses for 2010 MetroLinx                 | 18,700                   |
| <b>2011</b>  | Transit Bus Acquisitions - Replacement | Replace (35) 1997 - 40' buses                     | 10,765                   |
| <b>2012</b>  | Transit Bus Acquisitions - Replacement | Replace (10) 2001 - 60' buses                     | 5,554                    |
| <b>2013</b>  | Transit Bus Acquisitions - Replacement | Replace (14) 2001 & Replace (15) 1998 - 40' buses | 8,921                    |
| <b>2014</b>  | Transit Bus Acquisitions - Replacement | Replace (22) 2003 - 40' Buses                     | 6,768                    |
| <b>2015</b>  | Transit Bus Acquisitions - Replacement | Replace (22) 2003 - 40' Buses                     | 6,768                    |
| <b>2016</b>  | Transit Bus Acquisitions - Replacement | Replace (36) 2005 - 40' Buses                     | 11,074                   |
| <b>2017</b>  | Transit Bus Acquisitions - Replacement | Replace (36) 2005 - 40' Buses                     | 11,074                   |
| <b>2018</b>  | Transit Bus Acquisitions - Replacement | Replace (53) 2006 - 40' Buses                     | 16,297                   |
| <b>2019</b>  | Transit Bus Acquisitions - Replacement | Replace (27) 2007 - 40' Buses                     | 8,303                    |
| <b>Total</b> |  |   | <b>115,219</b>           |

**Project Listing**

**Program: Buses**

**Fleet Expansion**

| <b>Year</b>  | <b>Project</b>                    | <b>Description</b>            | <b>Net Cost ('000's)</b> |
|--------------|-----------------------------------|-------------------------------|--------------------------|
| <b>2010</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2010 | 4,040                    |
| <b>2011</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2011 | 3,832                    |
| <b>2012</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2012 | 4,072                    |
| <b>2013</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2013 | 4,072                    |
| <b>2014</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2014 | 4,072                    |
| <b>2015</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2015 | 5,760                    |
| <b>2016</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2016 | 5,760                    |
| <b>2017</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2017 | 5,760                    |
| <b>2018</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2018 | 5,760                    |
| <b>2019</b>  | Transit Bus Acquisitions - Growth | (8) 40' Growth buses for 2019 | 5,760                    |
| <b>Total</b> |                                   |                               | <b>48,888</b>            |

**2010 - 2019 Net Capital Expenditures by Program and Sub-Program  
(000's)**

**Description of Program**

**High Order Transit**

This program provides for the preliminary & detailed design, construction of the transitway and terminals for Mississauga’s portion of the Bus Rapid Transitway (BRT). This new roadway will eventually transverse the city and provide a rapid bus only transitway from Winston Churchill Boulevard in the West to Renforth Drive in the East along the Highway 403 hydro corridor and Eglinton Avenue. Funding for the acquisition of fifteen 60 –foot BRT buses is also included.

| Higher Order Transit          | 2010 Budget   | 2011 Forecast | 2012 Forecast | 2013 Forecast | 2014 Forecast | 2015 Forecast | 2016 Forecast | 2017 Forecast | 2018 Forecast | 2019 Forecast | Total          |
|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
|                               | \$            | \$            | \$            | \$            | \$            | \$            | \$            | \$            | \$            | \$            | \$             |
| <b>Bus Rapid Transit</b>      | 66,627        | 24,791        | 12,160        | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 103,578        |
| <b>Hurontario Corridor</b>    | 3,150         | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3,150          |
| <b>Total Net Expenditures</b> | <b>69,777</b> | <b>24,791</b> | <b>12,160</b> | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>106,728</b> |

**Project Listing**

**Program: Higher Order Transit**

**Bus Rapid Transit**

| Year         | Project                       | Description                    | Net Cost ('000's) |
|--------------|-------------------------------|--------------------------------|-------------------|
| 2010         | Transit BRT                   | Construction                   | 66,627            |
| 2011         | Transit BRT                   | Construction                   | 24,791            |
| 2012         | Transit BRT - Bus Acquisition | (15) 60' buses for BRT in 2010 | 12,160            |
| <b>Total</b> |                               |                                | <b>103,578</b>    |

**Hurontario Corridor**

| Year         | Project                           | Description  | Net Cost ('000's) |
|--------------|-----------------------------------|--|-------------------|
| 2010         | Transit Hurontario Corridor Study | Hurontario Corridor - rapid transit feasibility and environmental assessment studies | 3,150             |
| <b>Total</b> |                                   |  | <b>3,150</b>      |

## 2010 - 2019 Net Capital Expenditures by Program and Sub-Program (000's)

### Description of Program

#### On-street Facilities

This program provides funding for initiatives within the 10 year plan which include:

#### Mini Terminals, Bays and Bus Loops

- Various Transit/BRT priority measures;
- Mini Terminals/Bays/Bus Loops – replacement; and
- Transit Passenger Information – Display Systems/Signage/Solutions

Passenger Shelters, Pads and Signs – Annual provisions for the installation of additional bus stops, pads and signs along new routes and stops and the replacement of existing bus stops, pads and signs.

BRT Priority Measures- post BRT implementation to ensure traffic flow

| On-Street Facilities                      | 2010<br>Budget | 2011<br>Forecast | 2012<br>Forecast | 2013<br>Forecast | 2014<br>Forecast | 2015<br>Forecast | 2016<br>Forecast | 2017<br>Forecast | 2018<br>Forecast | 2019<br>Forecast | Total         |
|---|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
|   | \$             | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$            |
| <b>Mini Terminals, Bay and Bus Loops</b>  | 200            | 0                | 50               | 100              | 50               | 17,000           | 17,150           | 17,000           | 17,000           | 17,100           | 85,650        |
| <b>Passenger Shelters, Pads and Signs</b> | 275            | 275              | 275              | 275              | 140              | 0                | 0                | 135              | 135              | 0                | 1,510         |
| <b>Total Net Expenditures</b>             | <b>475</b>     | <b>275</b>       | <b>325</b>       | <b>375</b>       | <b>190</b>       | <b>17,000</b>    | <b>17,150</b>    | <b>17,135</b>    | <b>17,135</b>    | <b>17,100</b>    | <b>87,160</b> |

## Project Listing

### Program: On-street Facilities

#### Mini Terminals, Bay and Bus Loops

| Year | Project   | Description  | Net Cost ('000's) |
|------|---|--|-------------------|
| 2010 | Transit Mini Terminals/Bays/Bus Loops - Replacement               | Refurbishment of mini terminals, bays and bus loops. | 100               |
| 2010 | Transit Passenger Information - Display Systems/Signage/Solutions | Ongoing program to improve passenger information     | 50                |
| 2010 | Transit Terminals - Security Cameras                              | Cameras for (1) Terminal in 2010                     | 50                |
| 2012 | Transit Passenger Information - Display Systems/Signage/Solutions | Ongoing program to improve passenger information     | 50                |
| 2013 | Transit Mini Terminals/Bays/Bus Loops - Replacement               | Refurbishment of mini terminals, bays and bus loops. | 100               |
| 2014 | Transit Passenger Information - Display Systems/Signage/Solutions | Ongoing program to improve passenger information     | 50                |
| 2015 | Transit/BRT Priority Measures                                     | Various BRT priority measures                        | 17,000            |
| 2016 | Transit Mini Terminals/Bays/Bus Loops - Replacement               | Refurbishment of mini terminals, bays and bus loops. | 100               |

**Project Listing**

**Program: On-street Facilities**

**Mini Terminals, Bay and Bus Loops**

| <b>Year</b>  | <b>Project</b>   | <b>Description</b>                                   | <b>Net Cost ('000's)</b> |
|--------------|--|--|--------------------------|
| <b>2016</b>  | Transit Passenger Info - Display Systems/Signage/Solutions | Ongoing program to improve passenger information     | 50                       |
| <b>2016</b>  | Transit/BRT Priority Measures                              | Various BRT priority measures                        | 17,000                   |
| <b>2017</b>  | Transit/BRT Priority Measures                              | Various BRT priority measures                        | 17,000                   |
| <b>2018</b>  | Transit/BRT Priority Measures                              | Various BRT priority measures                        | 17,000                   |
| <b>2019</b>  | Transit/BRT Priority Measures                              | Various BRT priority measures                        | 17,000                   |
| <b>2019</b>  | Transit Mini Terminals/Bays/Bus Loops - Replacement        | Refurbishment of mini terminals, bays and bus loops. | 100                      |
| <b>Total</b> |  |  | <b>85,650</b>            |

**Project Listing**

**Program: On-street Facilities**

**Passenger Shelters, Pads and Signs**

| <b>Year</b>  | <b>Project</b>                             | <b>Description</b>   | <b>Net Cost ('000's)</b> |
|--------------|--|--|--------------------------|
| <b>2010</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>2010</b>  | Transit Bus Stops/Pads/Signs - Replacement | Replacement of existing bus stops, pads and signs.                               | 140                      |
| <b>2011</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>2011</b>  | Transit Bus Stops/Pads/Signs - Replacement | Replacement of existing bus stops, pads and signs.                               | 140                      |
| <b>2012</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>2012</b>  | Transit Bus Stops/Pads/Signs - Replacement | Replacement of existing bus stops, pads and signs.                               | 140                      |
| <b>2013</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>2013</b>  | Transit Bus Stops/Pads/Signs - Replacement | Replacement of existing bus stops, pads and signs.                               | 140                      |
| <b>2014</b>  | Transit Bus Stops/Pads/Signs - Replacement | Replacement of existing bus stops, pads and signs.                               | 140                      |
| <b>2017</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>2018</b>  | Transit Bus Stops/Pads/Signs - Growth      | Installation of additional bus stops, pads and signs along new routes and stops. | 135                      |
| <b>Total</b> |  |  | <b>1,510</b>             |

**2010 - 2019 Net Capital Expenditures by Program and Sub-Program  
(000's)**

**Description of Program**

**Other Transit**

This program provides funding for comprehensive passenger marketing surveys conducted once every three years to solicit feedback from users and non-users of Transit.

| <b>Other Transit</b>               | <b>2010<br/>Budget</b> | <b>2011<br/>Forecast</b> | <b>2012<br/>Forecast</b> | <b>2013<br/>Forecast</b> | <b>2014<br/>Forecast</b> | <b>2015<br/>Forecast</b> | <b>2016<br/>Forecast</b> | <b>2017<br/>Forecast</b> | <b>2018<br/>Forecast</b> | <b>2019<br/>Forecast</b> | <b>Total</b>  |
|------------------------------------|------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------|
|                                    | \$                     | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$                       | \$            |
| <b>Transit Information Systems</b> | 8,500                  | 3,500                    | 0                        | 0                        | 0                        | 0                        | 0                        | 0                        | 0                        | 0                        | 12,000        |
| <b>Transit Surveys</b>             | 0                      | 0                        | 100                      | 0                        | 0                        | 100                      | 0                        | 0                        | 100                      | 0                        | 300           |
| <b>Total Net Expenditures</b>      | <b>8,500</b>           | <b>3,500</b>             | <b>100</b>               | <b>0</b>                 | <b>0</b>                 | <b>100</b>               | <b>0</b>                 | <b>0</b>                 | <b>100</b>               | <b>0</b>                 | <b>12,300</b> |

## Project Listing

### Program: Other Transit

#### Transit Information Systems

| Year         | Project                                      | Description   | Net Cost ('000's) |
|--------------|--|---|-------------------|
| 2010         | Transit CAD/AVL/automated stop announcements | Integrated approach to the implementation of various technology based projects required to update Mississauga Transit core operational applications and provide automated performance measurements. | 8,000             |
| 2010         | Transit Stop Identification                  | Fleet branding aimed at changing residents' perception of public transit using signage, bus stops, web-site and shelters.   | 500               |
| 2011         | Transit CAD/AVL/automated stop announcements | Integrated approach to the implementation of various technology based projects required to update Mississauga Transit core operational applications and provide automated performance measurements. | 3,500             |
| <b>Total</b> |  |   | <b>12,000</b>     |

#### Transit Surveys

| Year         | Project                             | Description   | Net Cost ('000's) |
|--------------|-------------------------------------|---|-------------------|
| 2012         | Transit Passenger Marketing Surveys | Comprehensive survey to solicit feedback from users and non-users which will be used to refine and update the marketing plan. | 100               |
| 2015         | Transit Passenger Marketing Surveys | Comprehensive survey to solicit feedback from users and non-users which will be used to refine and update the marketing plan. | 100               |
| 2018         | Transit Passenger Marketing Surveys | Comprehensive survey to solicit feedback from users and non-users which will be used to refine and update the marketing plan. | 100               |
| <b>Total</b> |                                     |   | <b>300</b>        |

## 2010 - 2019 Net Capital Expenditures by Program and Sub-Program (000's)

### Description of Program

#### Vehicles and Equipment

This program provides for the acquisition of additional or replacement equipment for Transit including equipment for the maintenance section. As well, this program provides funding for the acquisition of additional, or replacement, small vehicles for Transit including vehicles for maintenance, route supervisors, operator change-off vehicles and the Transit security unit.

| Vehicles and Equipment        | 2010<br>Budget | 2011<br>Forecast | 2012<br>Forecast | 2013<br>Forecast | 2014<br>Forecast | 2015<br>Forecast | 2016<br>Forecast | 2017<br>Forecast | 2018<br>Forecast | 2019<br>Forecast | Total        |
|-------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------|
|                               | \$             | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$               | \$           |
| <b>Transit Equipment</b>      | 380            | 100              | 145              | 145              | 145              | 145              | 145              | 145              | 145              | 0                | 1,495        |
| <b>Transit Vehicles</b>       | 145            | 595              | 275              | 350              | 305              | 900              | 585              | 335              | 135              | 200              | 3,825        |
| <b>Total Net Expenditures</b> | <b>525</b>     | <b>695</b>       | <b>420</b>       | <b>495</b>       | <b>450</b>       | <b>1,045</b>     | <b>730</b>       | <b>480</b>       | <b>280</b>       | <b>200</b>       | <b>5,320</b> |

**Project Listing**

**Program: Vehicles and Equipment**

**Transit Equipment**

| <b>Year</b>  | <b>Project</b>  | <b>Description</b>                               | <b>Net Cost ('000's)</b> |
|--------------|---|--|--------------------------|
| <b>2010</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 100                      |
| <b>2010</b>  | Transit Hastus Module Replacement                           | Replacement of Transit Hastus Module             | 280                      |
| <b>2011</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 100                      |
| <b>2012</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2013</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2014</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2015</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2016</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2017</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>2018</b>  | Transit Capital Equipment Acquisition - Maintenance Section | Purchase of additional or replacement equipment. | 145                      |
| <b>Total</b> |   |  | <b>1,495</b>             |

**Project Listing**

**Program: Vehicles and Equipment**

**Transit Vehicles**

| Year | Project   | Description                                 | Net Cost ('000's) |
|------|---|---|-------------------|
| 2010 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (2) Vehicles in 2010                        | 70                |
| 2010 | Transit Change-Off Vehicle Acquisitions - Growth            | (1) Growth vehicle for 2010                 | 25                |
| 2010 | Transit Change-Off Vehicle Acquisitions - Replacement       | (2) Vehicles for 2010                       | 50                |
| 2011 | Transit Change-Off Vehicle Acquisitions - Growth            | (1) Growth vehicle for 2011                 | 25                |
| 2011 | Transit Change-Off Vehicle Acquisitions - Replacement       | (2) Vehicles for 2011                       | 50                |
| 2011 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2011                         | 35                |
| 2011 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (11) Vehicles in 2011                       | 385               |
| 2011 | Transit Security Vehicles & Equipment - Growth              | (2) Vehicles in 2011                        | 100               |
| 2012 | Transit Change-Off Vehicle Acquisitions - Growth            | (1) Growth vehicle for 2012                 | 25                |
| 2012 | Transit Maintenance Vehicle Acquisitions - Replacement      | (1) 2002 1 Ton Service Truck (CPKY) in 2012 | 80                |
| 2012 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2012                         | 35                |

## Project Listing

### Program: Vehicles and Equipment

#### Transit Vehicles

| Year | Project   | Description   | Net Cost ('000's) |
|------|---|---|-------------------|
| 2012 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (1) Vehicle in 2012   | 35                |
| 2012 | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2012  | 100               |
| 2013 | Transit Maintenance Vehicle Acquisitions - Replacement      | (1) 2003 3/4 Ton Stockroom Truck (CPKY) in 2013             | 40                |
| 2013 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2013   | 35                |
| 2013 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (5) Vehicles in 2013  | 175               |
| 2013 | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2013  | 100               |
| 2014 | Transit Maintenance Vehicle Acquisitions - Replacement      | (1) 2005 3/4 Ton B&R Truck (CPKY) & (2) Coin Room Vans 2014 | 100               |
| 2014 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2014   | 35                |
| 2014 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (2) Vehicles in 2014  | 70                |
| 2014 | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2014  | 100               |
| 2015 | Transit Change-Off Vehicle Acquisitions - Replacement       | (4) Replacement vehicles for 2015                           | 100               |

## Project Listing

### Program: Vehicles and Equipment

#### Transit Vehicles

| Year | Project   | Description   | Net Cost ('000's) |
|------|---|---|-------------------|
| 2015 | Transit Maintenance Vehicle Acquisitions - Replacement      | (3) Cars, (1) 1/2 Ton & (1) 1 Ton Truck, 1 Full & (1) Mid Van | 315               |
| 2015 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2015   | 35                |
| 2015 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (10) Vehicles in 2015   | 350               |
| 2015 | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2015  | 100               |
| 2016 | Transit Change-Off Vehicle Acquisitions - Replacement       | (12) Replacement vehicles for 2016                            | 300               |
| 2016 | Transit Maintenance Vehicle Acquisitions - Replacement      | (1) 1/2 Ton B&R Truck & (1) 1 Ton Service Truck for Malton    | 115               |
| 2016 | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2016   | 35                |
| 2016 | Transit Route Supervisor Vehicle Acquisitions - Replacement | (1) Vehicle in 2016   | 35                |
| 2016 | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2016  | 100               |
| 2017 | Transit Change-Off Vehicle Acquisitions - Replacement       | (1) Replacement vehicle for 2017                              | 25                |

**Project Listing**

**Program: Vehicles and Equipment**

**Transit Vehicles**

| <b>Year</b>  | <b>Project</b>  | <b>Description</b>    | <b>Net Cost ('000's)</b> |
|--------------|---|-----------------------|--------------------------|
| <b>2017</b>  | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2017   | 35                       |
| <b>2017</b>  | Transit Route Supervisor Vehicle Acquisitions - Replacement | (5) Vehicles in 2017  | 175                      |
| <b>2017</b>  | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2017  | 100                      |
| <b>2018</b>  | Transit Route Supervisor Vehicle Acquisitions - Growth      | (1) Vehicle in 2018   | 35                       |
| <b>2018</b>  | Transit Security Vehicles & Equipment - Replacement         | (2) Vehicles in 2018  | 100                      |
| <b>2019</b>  | Transit Change-Off Vehicle Acquisitions - Growth            | (8) Vehicles for 2019 | 200                      |
| <b>Total</b> |   |                       | <b>3,825</b>             |



# Mississauga Transit

2010 business plan & budget update



**Not Funded**







# Mississauga Transit

2010 business plan & budget update

## Transit 2010 - 2019 Not Funded - Net Capital Expenditures By Program (000's)

| Service/Program                          | 2010 Budget | 2011 Forecast | 2012 Forecast | 2013 Forecast | 2014 Forecast | 2015 Forecast | 2016 Forecast | 2017 Forecast | 2018 Forecast | 2019 Forecast | Total         | Funding Sources |
|--|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| <b>Transit Bus Acquisitions - Growth</b> | \$ -        | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | \$ 3,213      | 28,917        | GAS-RFGTRGF     |
| <b>Transit BRT - Construction</b>        | -           | 23,086        | 14,765        | -             | -             | -             | -             | -             | -             | -             | 37,851        | TX-CRF          |
| <b>Total - Not Funded</b>                | <b>0</b>    | <b>26,299</b> | <b>17,978</b> | <b>3,213</b>  | <b>3,213</b>  | <b>3,213</b>  | <b>3,213</b>  | <b>3,213</b>  | <b>3,213</b>  | <b>3,213</b>  | <b>66,768</b> |                 |