

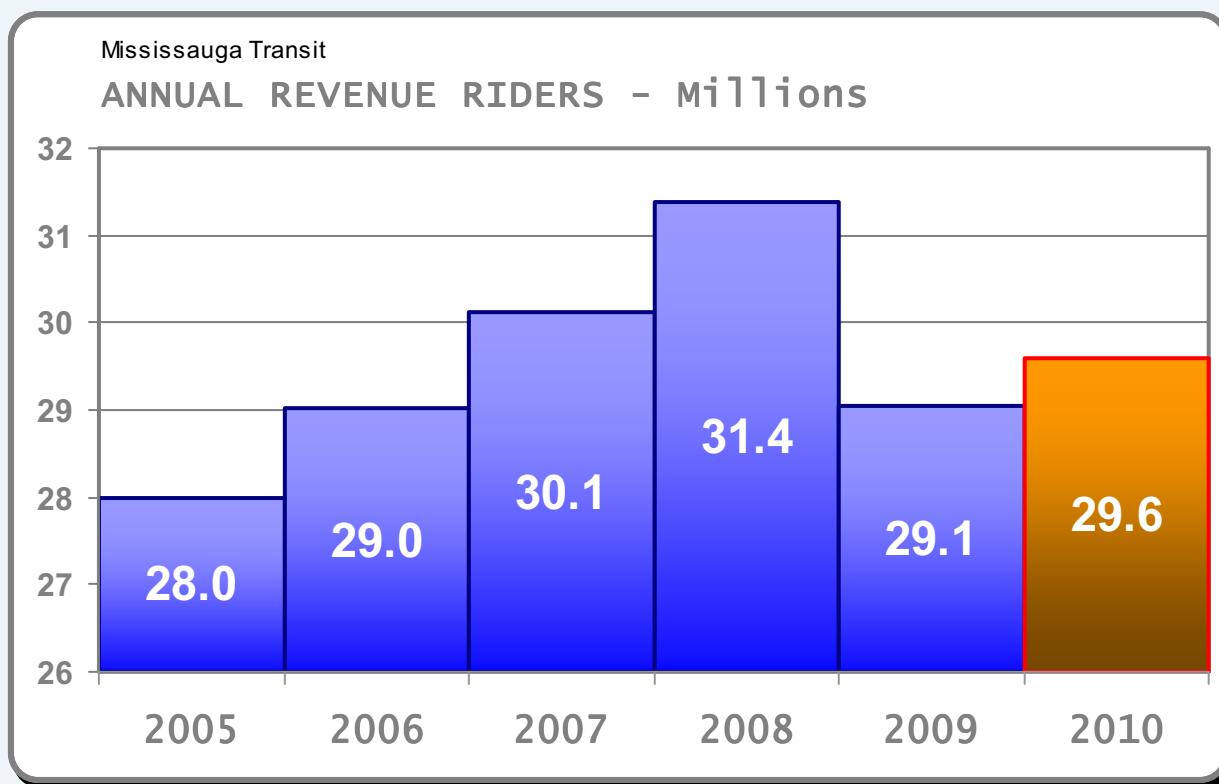


Mississauga Transit

2010 Budget

Presentation to Budget Committee
November 9, 2009

Revenue Ridership



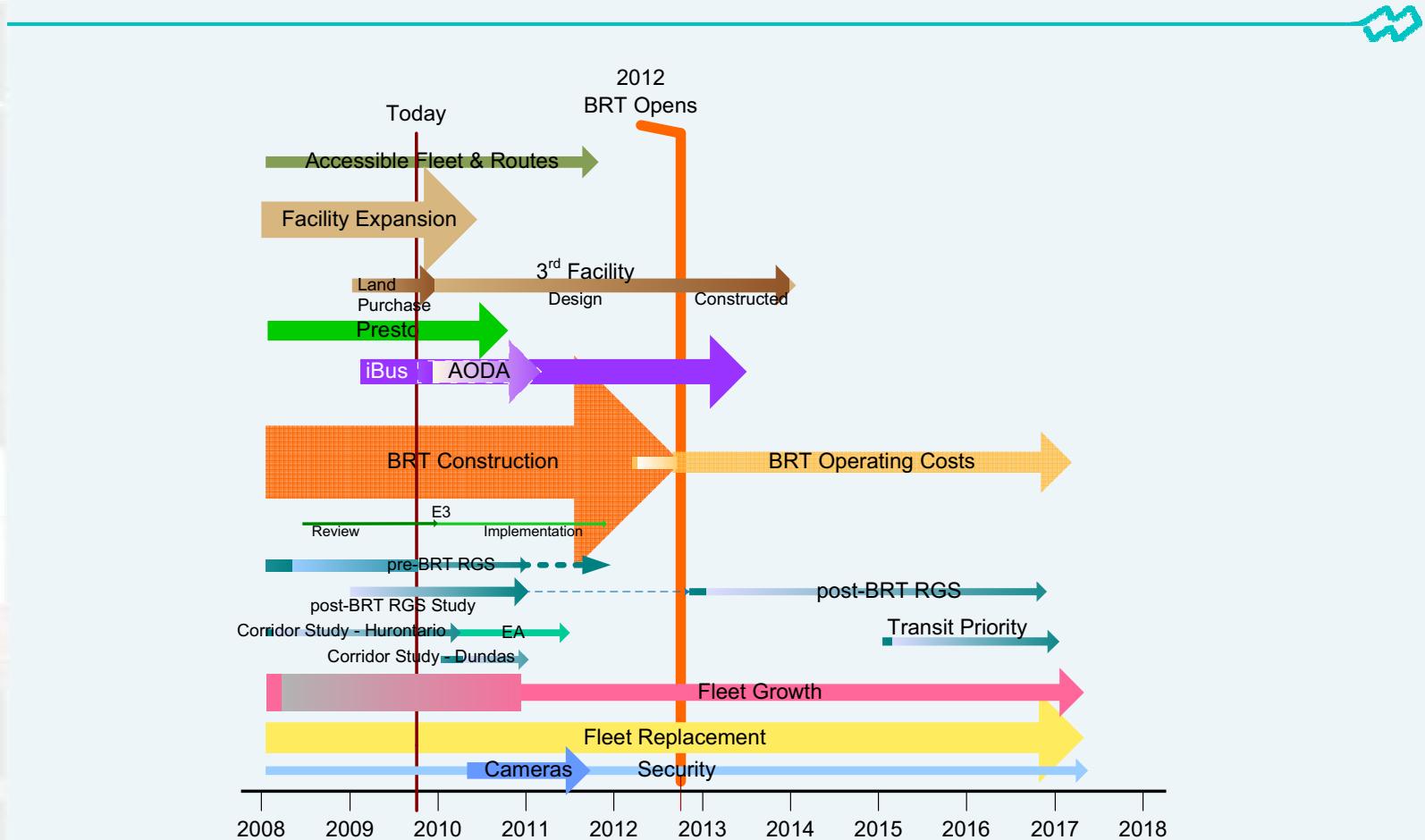
Transit Service Area – Business Plan

2010-2011 Major Initiatives

1.	Pre-BRT RGS	9.	Post-BRT Ridership Growth Strategy
2.	iBus – I.T. Framework	10.	Transit Priority
3.	GTA Fare System (Presto)	11.	Mississauga Transit Security
4.	Central Parkway Transit Facility Expansion	12.	Transit Corridor Study – Hurontario
5.	Mississauga Transit Third Facility	13.	Transit Corridor Study – Dundas
6.	Mississauga Transit Fleet	14.	E ³ Implementation
7.	Accessibility	15.	BRT Operating Costs
8.	Bus Rapid Transit		

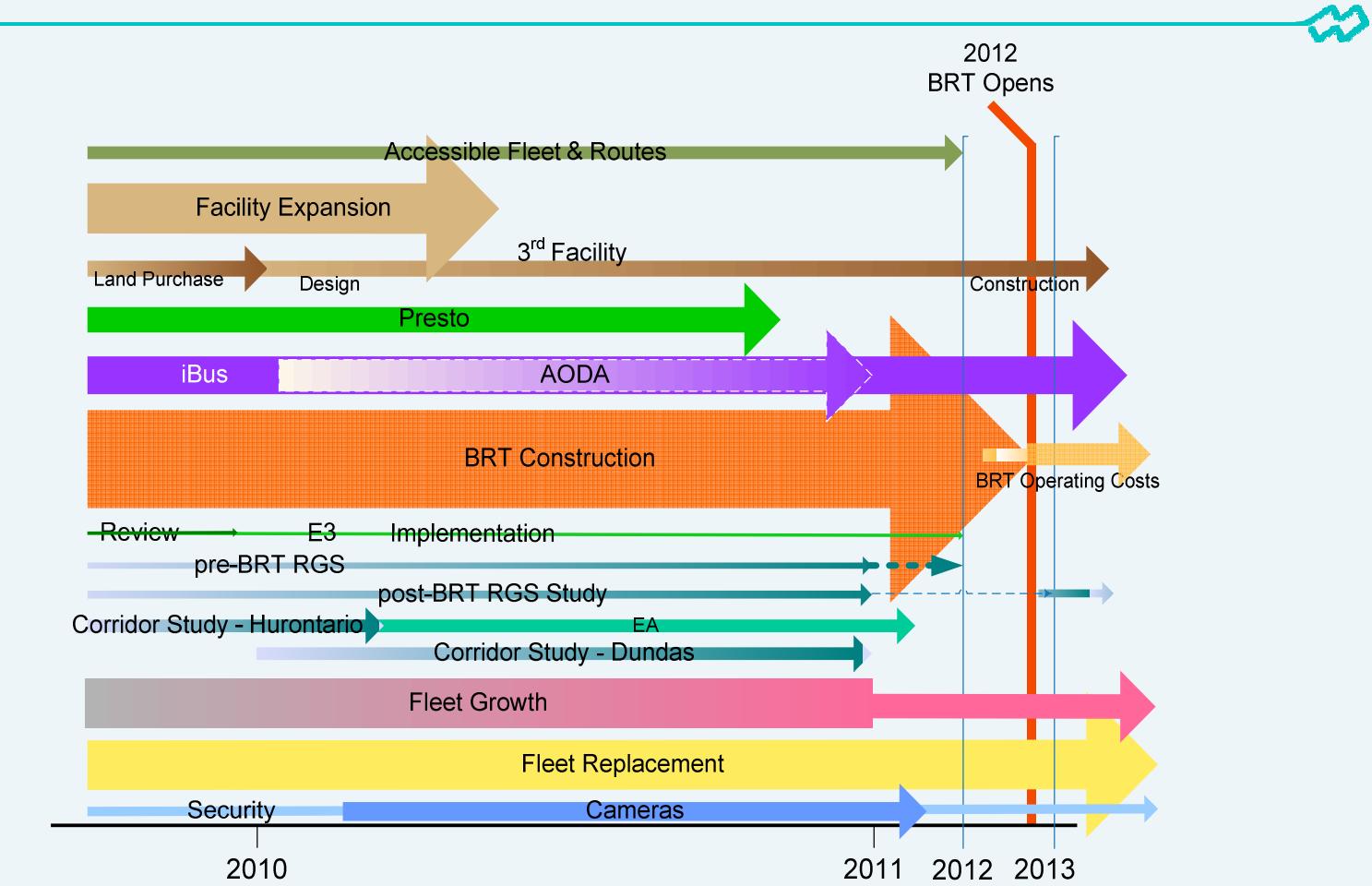
Business Plan Overview

2009-2018



Business Plan Overview

2010-2011



Ridership Growth Strategy – 2010

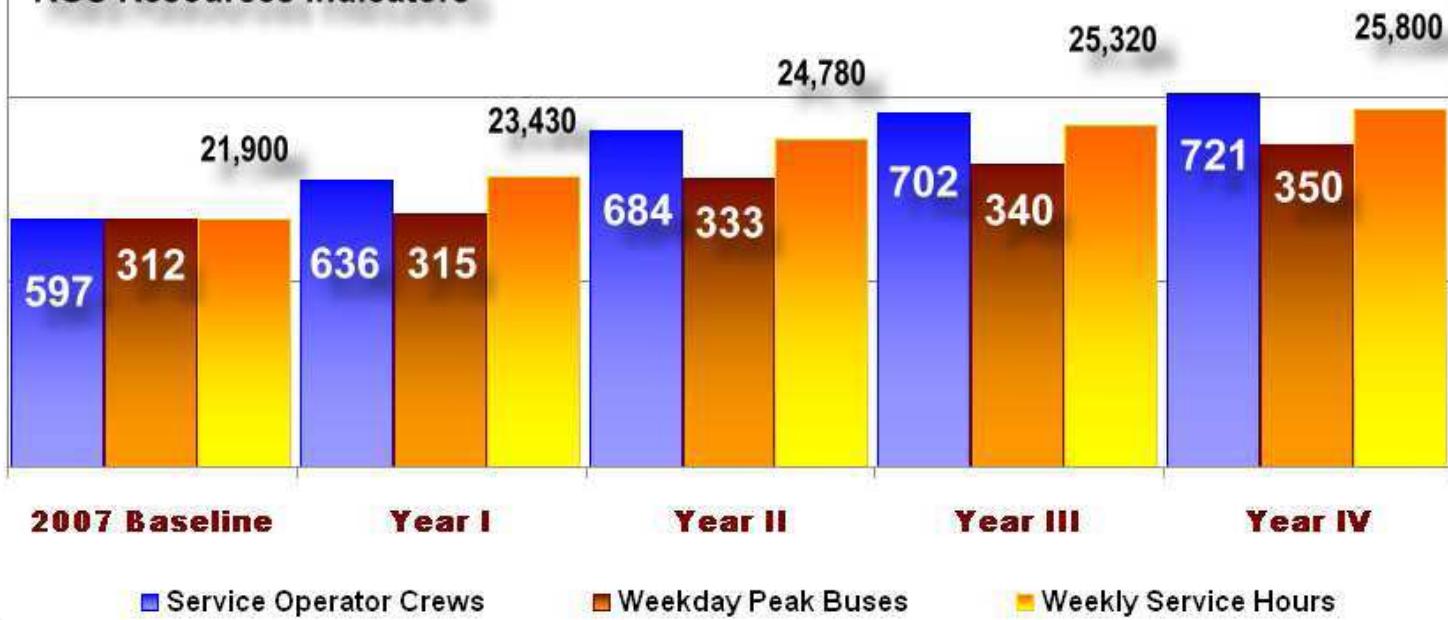


2010	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
<i>Planning Cycle</i>	RGS YEAR III				RGS YEAR IV							
<i>Budget Cycle</i>	2010 OPERATIONAL BUDGET REQUEST											
2011	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
<i>Planning Cycle</i>	RGS YEAR IV				RGS YEAR V							
<i>Budget Cycle</i>	2011 OPERATIONAL BUDGET REQUEST											

- Calendar year **2010**
 - Last leg of RGS Year III : **8,700** new hours
 - First leg of RGS Year IV : **16,600** new hours
 - Total calendar year : **25,300** new hours
- Annualized **2010** Budget: **30,000** new hours

Resources

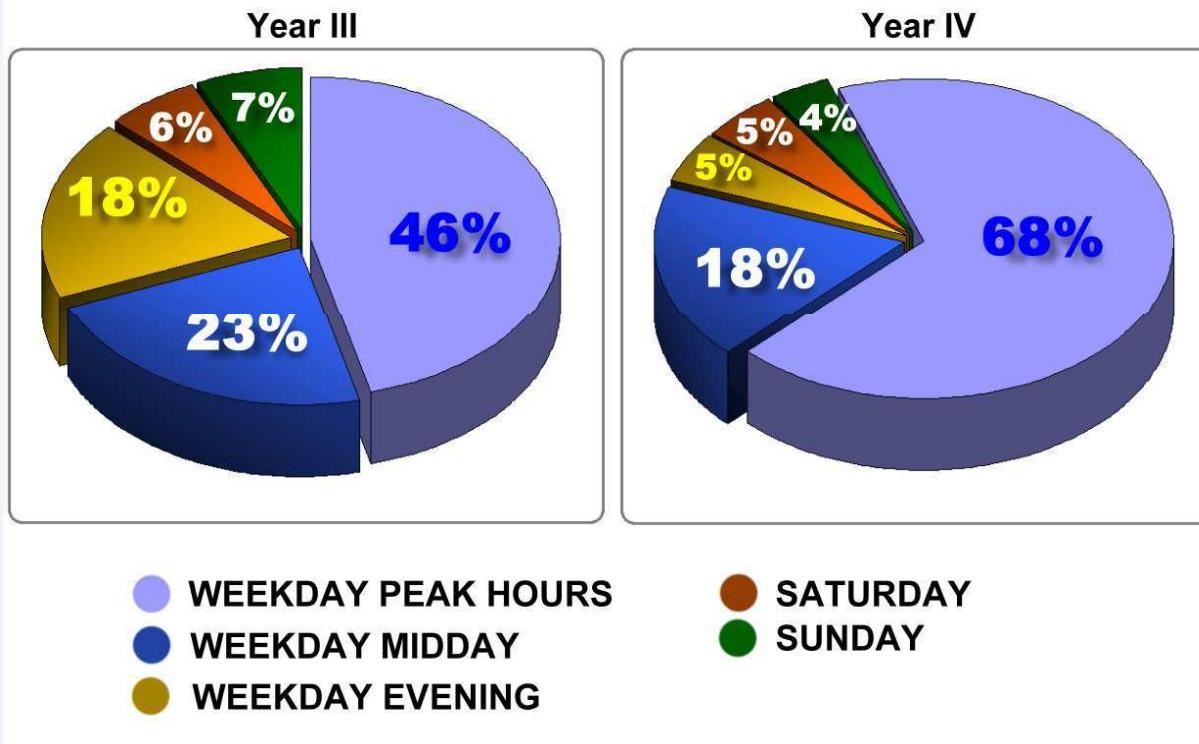
Mississauga Transit
RGS Resources Indicators



Additional Hours Distribution

Mississauga Transit - Ridership Growth Strategy

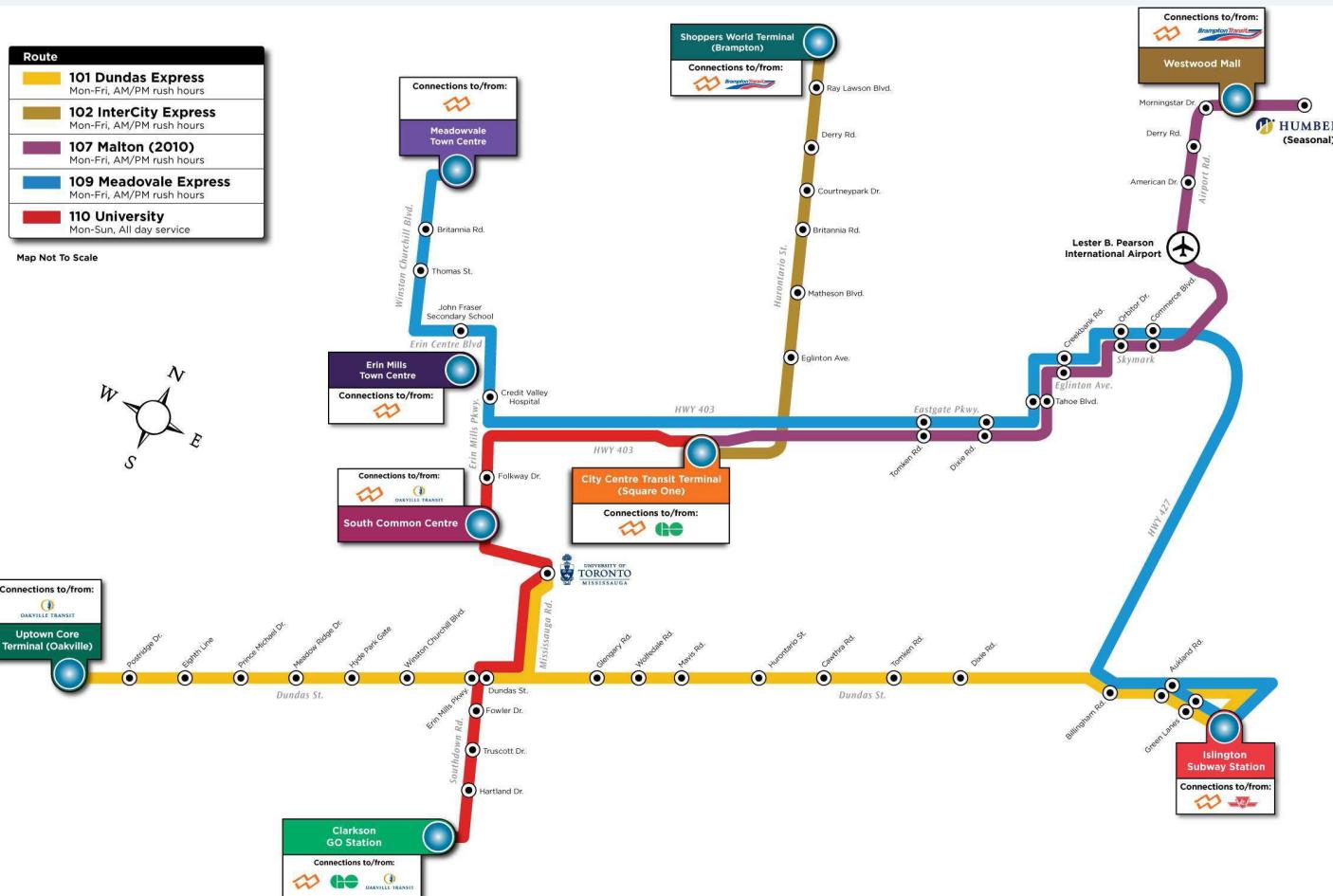
Additional Service Hours



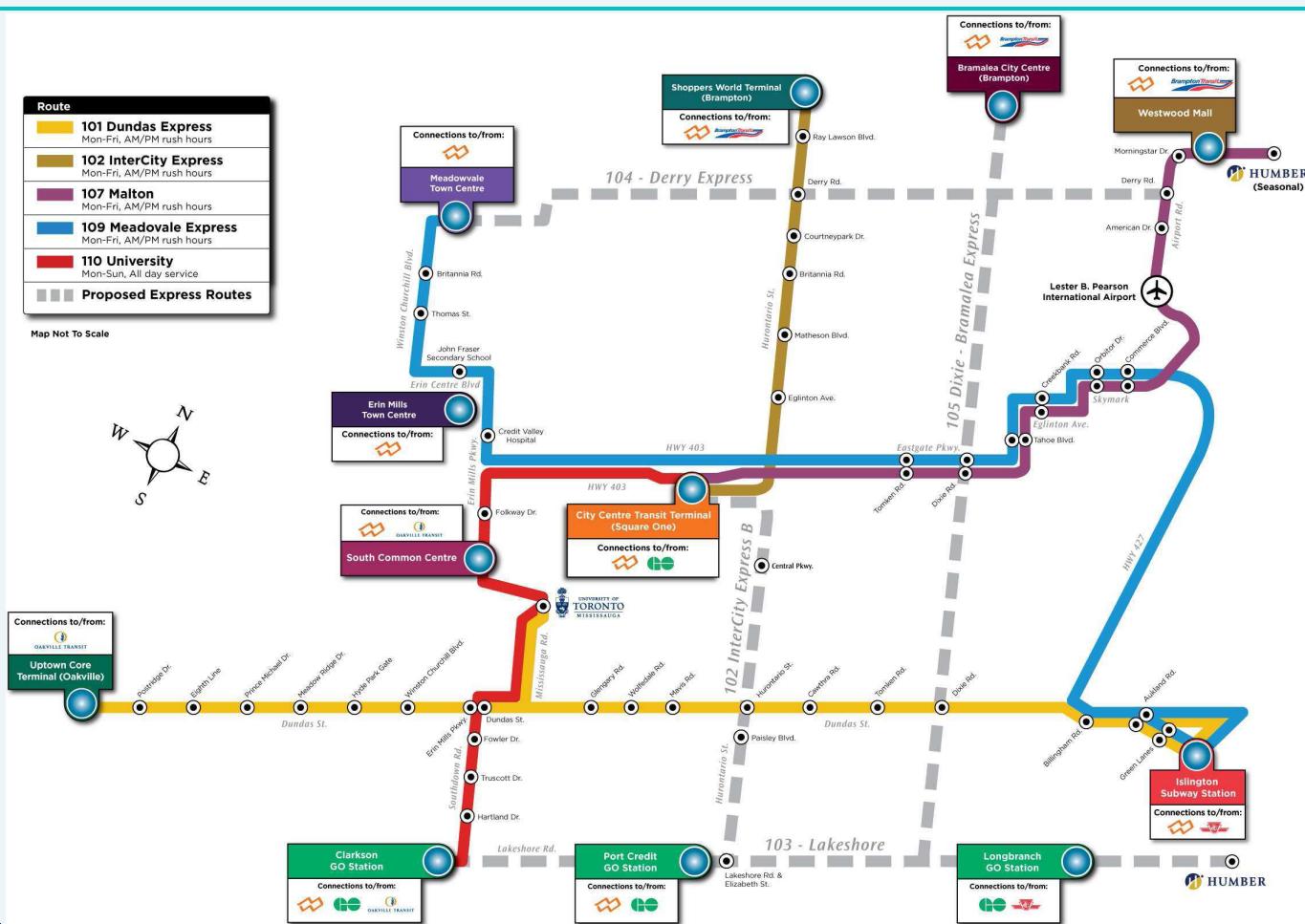
RGS Year 4 – Service Focus

- More Pre-BRT Limited Stops routes
 - 107 AIRPORT/MALTON
- Addressing congestion issues due to traffic and congestion
- Negligible off peak improvements

2010 Limited Stops Network



Future Limited Stops Network



A faded, light-colored photograph of a Mississauga Transit bus. The bus is white with orange and grey accents. The number '0922' is visible on the front. The background is a soft-focus view of the bus driving down a street with trees and buildings.

Operating Budget

Financial Indicators

2008	2009	2009	2010
Actual	Budget	Forecast	Budget

Service Level

Rides per Capita <small>Calc = (Rev Passengers/Municipal Population)</small>	43.96	44.84	42.15	42.77
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Cost Efficiency

Gross Cost per Total Vehicle Hour <small>Calc = (Total Dir & Aux Op Exp/Total Vehicle Hours)</small>	\$101.23	\$99.67	\$98.63	\$107.24
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Cost Effectiveness

Gross Cost per Revenue Passenger <small>Calc = (Total Dir & Aux Op Exp/Revenue Passengers)</small>	\$3.93	\$4.23	\$4.14	\$4.47
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Financial Performance

Municipal Operating Contribution per Capita <small>Calc = (Municipal Op Contribution/Municipal Population)</small>	\$75.89	\$71.69	\$68.26	\$65.09
Revenues to Cost (R/C) Ratio <small>Calc = (Total Op Rev/Total Op Exp)</small>	49%	50%	48%	48%
Average Fare <small>Calc = (Farebox Revenues/Revenue Passengers)</small>	\$1.81	\$1.97	\$1.83	\$1.82

Provincial Gas Tax Reserve Fund Forecast 2010-2014



	(\$millions)				
	2010	2011	2012	2013	2014
Balance Forward	20.2	11.2	4.8	1.3	0.8
Total Annual Funding*	15.5	15.5	15.5	15.5	15.5
Total Annual Draw into Operating Budget	-15.5	-15.5	-15.5	-15.5	-15.5
Farebox Revenue Shortfall Funding from Reserve	-9.5	-6.6	-3.6	-0.5	
Forecasted Balance before interest	10.7	4.6	1.2	0.8	0.8
Forecasted Interest @ 5%	0.5	0.2	0.1	0	0
Forecasted Year-end Balance	11.2	4.8	1.3	0.8	0.8
Tax Funding Phase-in	0	-2.4	-4.9	-8	-8
Total Farebox Revenue Shortfall offset	-9.5	-9	-8.5	-8.5	-8

* Annual Funding assumed to be \$15.5 million, but is subject to change.

2009 vs. 2010 10 Year Capital Budget



TRANSIT (\$000's)	2009-2018	2010-2019	Change	
			\$	%
Buildings	88,400	84,220	4,180	4.7%
Buses	181,553	193,978	-12,425	-6.8%
On-street Facilities	82,945	87,160	-4,215	-5.1%
Other Transit	15,400	12,300	3,100	20.1%
Vehicles and Equipment	5,830	5,320	510	8.7%
Total - Transit	374,128	382,978	-8,850	-2.4%

2010 Capital Budget Request



FUNDING SOURCES						
TRANSIT (\$000's)	2010	2011-2019	Total	DCA	Tax	Other
Buildings	380	83,840	84,220	11,427	1,509	71,284
Buses	40,152	153,826	193,978	34,582	171	159,225
On-street Facilities	475	86,685	87,160	729	806	85,625
Other Transit	8,500	3,800	12,300	0	100	12,200
Vehicles and Equipment	525	4,795	5,320	563	3,578	1,180
Total - Transit	50,032	332,946	382,978	47,300	6,163	329,515

2010 Budget Drivers



Fleet and Facility Pressures

- 15 new growth buses
- 2-year warranty expires on 79 buses
- Operating costs for new facilities
(full year impact)

Other Items

- Armoured courier
- Transit brand identity

Transit Brand Launch

Key Investments

- Ridership Growth Strategy \$15.5M annually in additional service
- Campus expansion (\$84M)
- 4 pre-BRT routes
- 42 BRT style buses (\$28M)
- Dedicated lanes on Rathburn/Mavis roads (\$5.5M)
- BRT (\$325M)

Future Investments

- Additional pre-BRT services
- BRT service
- Customer Information Systems
- Transit Fare Card (Presto)

Today's Imperative: Replace lost riders with new, choice riders

Transit Brand Launch



Launching the Transit Brand: 2010-2012

- Target new, not existing customers
- Direct customer outreach
- Communicate transit investments leading to the BRT launch
- Replace lost ridership and attract new riders
- Focus on the choice rider to displace the 2nd or 3rd family vehicle
- \$500K per year
- Aligns with the “move” pillar of the Strategic Plan

Future Budget Drivers



- PRESTO (2011)
- Labour annualization
- Growth – operating costs for additional buses
(reduced from 15 to 8 buses per year; 8 DC funded buses only)
- Completing the limited stop network Dixie, Derry, Lakeshore (unfunded)
- BRT service implementation (2013)
60,000 hours/15 buses
- BRT operating costs

To Achieve the 2010 Goals

- 15 new buses
 - **3.5%** increase in fleet size in calendar 2009
- 600,000 additional kilometres
 - **2% increase in annual service kilometres**
- 20 Transit Operators will be hired to offer an additional 30,000 hours of transit service (annualized)
 - **2% increase in service hours**

Human Resource Summary

	2009 FTE's	Additions/ Transfers	Deletions	2010 FTE's
Full time	1,154	30	38	1,146
Part Time	23	2	1	24
Total FTE's	1,177	32	39	1,170

Operating – Staffing Summary



Transit Division	Permanent Employees
2009 Approved Permanent Staff	1,154
2009 Reduction (revised RGS and route rationalization)	-34
2010 Additional Staff Requested	30
2010 Reduction (route rationalization)	-4
2010 Total Permanent Staff	1,146

New Staff Summary

100% funded from Provincial Gas Tax

New Positions		
Operations	Transit Operators	20
Maintenance	Mechanical	2
	Building/Clerical/Stores	3
	Maintenance Supervisor	1
	Hoist Maintenance Person (Corporate Facilities & Property Mgm.)	1
Service Delivery	Allocation	1
Total New Positions		28
Transit Enforcement Officers (Corporate Security, 2 PT, 1 FTE)		

Fuel

Diesel budgeted at **\$0.74** per litre

- Decrease of \$0.24 from the 2009 budgeted price
- October price at \$0.72/litre (excl. GST)

Revenues - Farebox

2010 Fare Increase

- Not recommended for 2010

2010 Fleet Activity



Adding

- 22 sixty foot BRT-type buses (Metrolinx)
- 15 forty foot hybrid buses (replacement)
- 12 forty foot BRT diesel buses (replacement)
- 8 forty foot BRT diesel buses (growth)

2011 Fleet Activity



Council pre-approval required

- 35 forty foot diesel buses (replacement)
- 8 forty foot diesel buses (growth)

Transit Facilities

Expansion & Related Works



Central Parkway 2007-2010

- Maintenance facility and bus storage expansion and renovation
 - total project cost \$86.5 million

Third Facility

- To accommodate proposed fleet expansion
- Land acquisition – under way
- Design – 2011, \$2 million
- Construction – 2012 to 2014
 - Cost estimate \$60 million

Capital - Unfunded



- 63 Growth Buses – commencing 2011
 - 7 buses per year to 2019
 - Total cost of \$28.9 million
- No Additional Hybrid buses until 2015

Mississauga BRT Project



- **Project Infrastructure**

- BRT West: Winston Churchill to Erin Mills (GO Transit)
- BRT East: City Centre to Renforth Drive (Mississauga)
- 11 km (6.9 miles) of new dedicated busway
- 11 new BRT Stations
- 23 bridge structures
- 15 BRT Vehicles



Mississauga BRT Project



• Project Costs

- original commitment (BRT East & West): \$259 million
- original commitment (BRT East): \$212.5 million
- current project costs (BRT East): \$272 million
- unfunded (BRT East):
 - Mississauga \$59.5 million
 - GO Transit \$52.5 million
 - GO Transit \$7 million

Mississauga BRT Project



- **Program Funding**

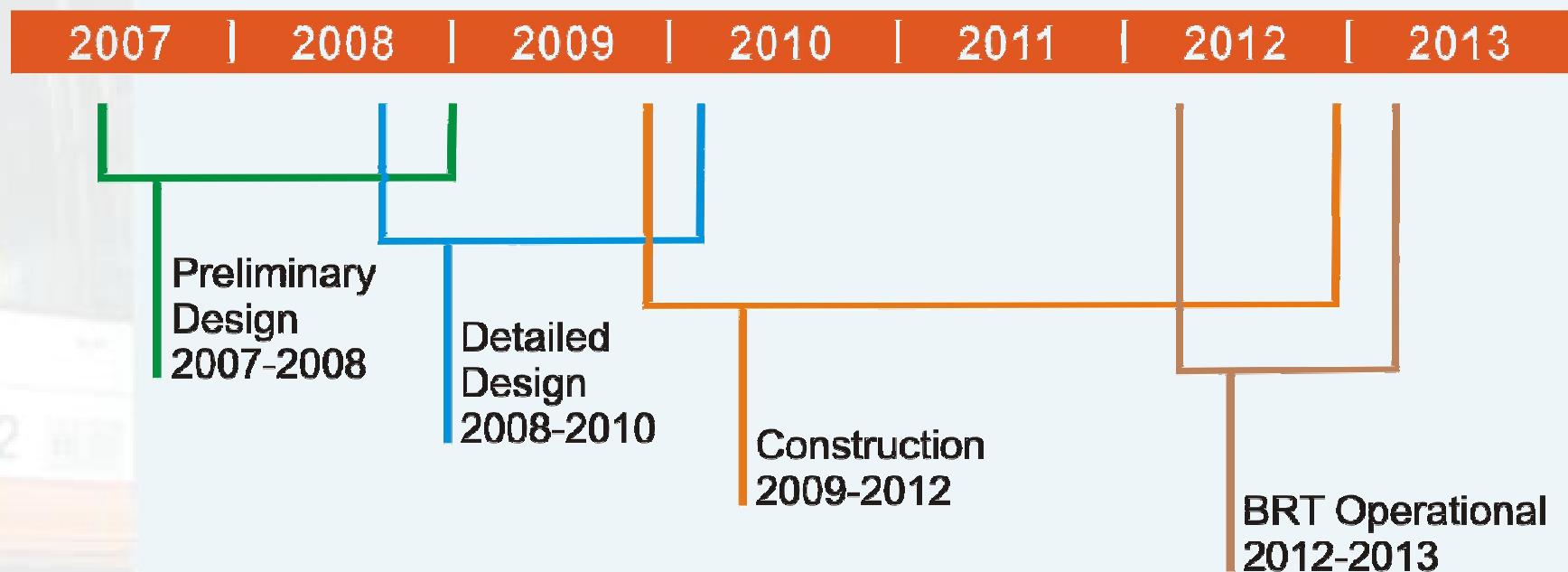
• Capital Reserve Fund (City)	\$64.3 million
• MRT Reserve Fund (Province)	\$63.0 million
• Recovery (Federal/Metrolinx)	\$92.4 million
• Unfunded	<u>\$52.5 million</u> \$272.2 million
• Interest Earned	\$14.7 million
• Net Unfunded	\$37.8 million

Mississauga BRT Project

• Program Funding

TRANSIT (\$000's)	2006	2007	2008	2009	2010	2011	2012	Total
Project Elements:								
Business Case	250							250
Federal EA	250							250
Property Acquisition		10,000						10,000
Operational Planning		300						300
Design		1,705	11,130					12,835
Buses							18,240	18,240
Construction			9,990	20,970	105,413	77,203	16,734	230,310
Total	500	12,005	21,120	20,970	105,413	77,203	34,974	272,185
Funding :								
Capital Reserve Fund		5,795	6,290	7,219	31,481	10,142	3,351	64,279
MRT Reserve Fund (Province)	500	5,480	6,305	6,761	35,146	14,649	8,809	77,650
Recovery (Federal/Metrolinx)		730	8,525	6,990	38,786	29,325	8,049	92,405
Unfunded (Post MRT Interest)					0	23,086	14,765	37,852
Total	500	12,005	21,120	20,970	105,413	77,203	34,974	272,185

Mississauga BRT Project



Mississauga BRT Project



CONTRACT	VALUE	TENDER	SCHEDULE
ADVANCED MTO ATMS RELOCATION	\$1.0 M	Nov '09	Feb '10 – Apr '10
ADVANCED WATERMAIN RELOCATION	\$3.5 M	Dec '09	Mar '10 – Jun '10
#1: HURONTARIO – FIELDGATE	\$79.7 M	Feb '10	Apr '10 – Nov '11
#2: FIELDGATE – ETOBICOKE CREEK	\$67.9 M	Apr '10	July '10 – Jun '12
#3: ETOBICOKE CREEK – RENFORTH	\$56.2 M	Jun '10	Sep '10 – Dec '12
ITS SUPPLY & INSTALL	\$2.1 M	Jun '10	Nov '11 – Dec '12

Metrolinx Benefits Case Analysis



- **Hurontario/Main Rapid Transit**

- Metrolinx BCA process underway
- City's feasibility study nearing completion
- Next steps:
 - Metrolinx board report on BCA outcome
 - Complete EA process for corridor
 - Position for funding

- **Dundas Rapid Transit**

- Metrolinx BCA process underway
- Next steps:
 - Metrolinx board report on BCA outcome
 - City's feasibility study (2010)