



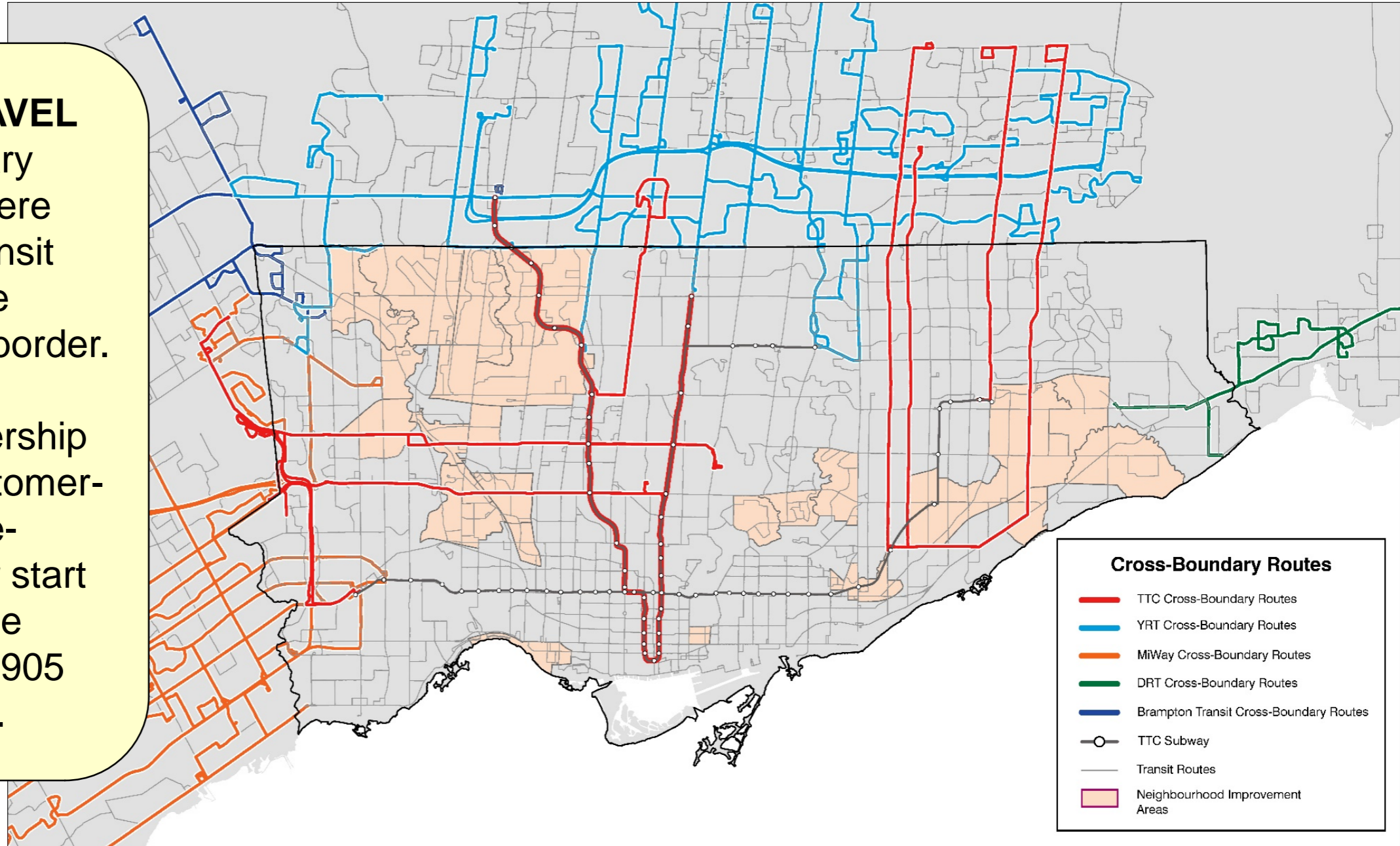
Status Update: Cross-Boundary Service Integration



Cross-Boundary Service Integration Plan

REGIONAL TRAVEL

- 24 cross-boundary bus corridors where TTC and 905 transit agencies operate across 416-905 border.
- 4.3% of TTC ridership (22.6 million customer-trips per year pre-pandemic) either start or end trip outside Toronto and use 905 and TTC service.



| Opportunity

905 transit agencies operate buses within Toronto and bypass customers at TTC stops who want to travel within Toronto ...

... what if we made a deal between TTC and 905 transit agencies to allow 905 buses to serve customers within Toronto?

- 1. Win for customers:** customers would get better service
- 2. Win for transit service efficiency:** TTC could reallocate service
- 3. Win for the region:** socio-economic, environmental, blueprint for further integration with Toronto

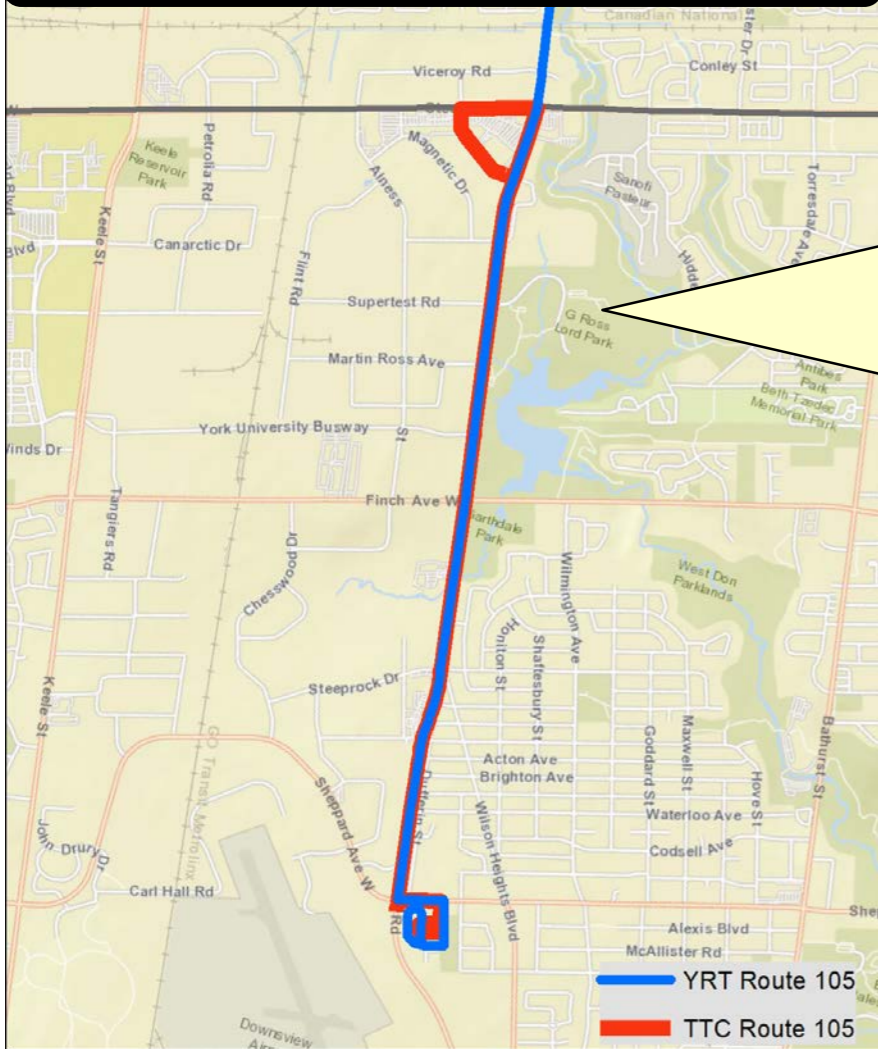
Service Concept: Planning Principles

- 1. Unlock 905 Capacity (open door policy):**
Customers who start and end their trip within Toronto can use 905 transit agency buses and TTC buses to complete their journey.
- 2. Match Capacity with Demand:**
905 transit agencies and TTC will optimize service by reducing duplication and coordinating schedules to account for additional capacity.



Service Concept: Example

Dufferin North

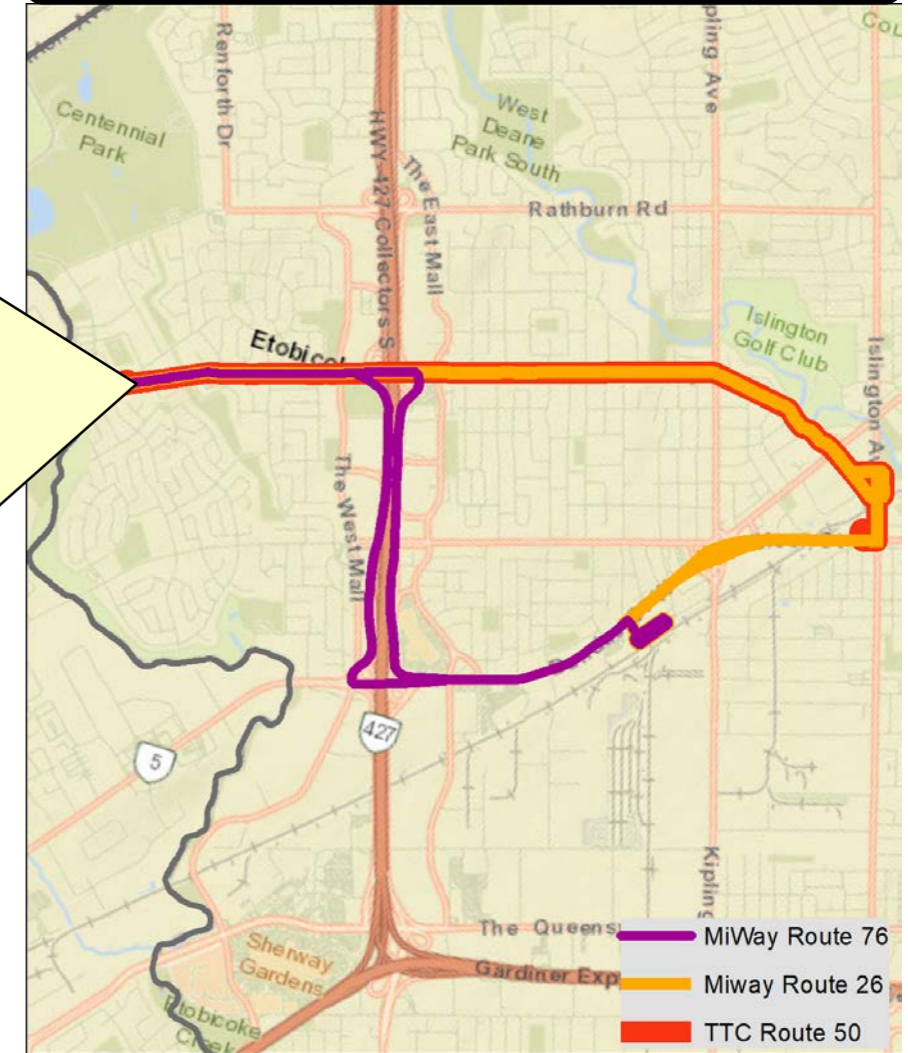


100% Route Duplication

YRT and MiWay to increase service to carry all customers

TTC to reallocate service within Toronto

Burnhamthorpe



Proposed Phased Implementation

Phase	Service Plan	Required for Implementation	
		Legislative Change	Fare Collection
1 Pilot – Step 1	<u>Burnhamthorpe and Dufferin North</u> <ul style="list-style-type: none"> MiWay & YRT provide “open door” service TTC sustains service 	Legislative change will require an update to permit 905 transit agencies to operate within Toronto “open door”. Subject to resolution of contractual barrier with ATU 113, may also require amendment to be clear that service integration is not considered contracting out nor a sale of any TTC service, operation or business by entering into agreement with other public transit agencies.	Fare collection solution required to maintain current cross-boundary transactions for customers using PRESTO
2 Pilot – Step 2	<u>Burnhamthorpe and Dufferin North</u> <ul style="list-style-type: none"> MiWay & YRT continue “open door” service MiWay & YRT increase service TTC to reallocate service within Toronto 		Fare collection solution required to maintain current cross-boundary transactions for customers using all fare media: PRESTO, cash, tickets and tokens
3 Full Roll-Out	<u>Full Rollout</u> <ul style="list-style-type: none"> BT, DRT, MiWay & YRT to “open doors” MiWay & YRT increase service (continued) TTC to match capacity with demand and reallocate service 		



Proposed Financial Summary

Cost Items (\$M)	Phase 1 (proof of concept)	Phase 2	Phase 3 (cumulative)
1. TTC Provided Service	\$0.0	(\$3.2)	(\$5.2)
2. 905 Transit Agency Combined Incremental Costs	\$0.0	\$1.7	\$1.9
3. Annualized Capital Contribution	\$0.0	\$0.4	\$0.4
4. Combined Annual Savings on Cross-Boundary Service Corridors	\$0.0	(\$1.1)	(\$2.9)

Summary of Recommendations

1. Approve the Cross-Boundary Service Integration Plan in principle.
2. Forward the Cross-Boundary Service Integration Plan to the City Manager, City of Toronto, and Deputy Minister, Ministry of Transportation in order to:
 - a. Inform them of the possible benefits.
 - b. Advise of the current legislative barriers within the City of Toronto Act.
3. Request the Province to fund incremental capital and operating costs incurred by 905 transit agencies and PRESTO costs to develop a fare collection solution.



