

Environment, Transportation & Public Safety Standing Committee
Sitting as the Transit Windsor Board of Directors Meeting Agenda

Date: Wednesday, July 31, 2024

Time: Immediately following the Environment, Transportation & Public Safety
Standing Committee meeting

Location: Council Chambers, 1st Floor, Windsor City Hall

MEMBERS:

Ward 2 - Councillor Fabio Costante (Chairperson)

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie

ORDER OF BUSINESS

- | Item # | Item Description |
|---------------|--|
| 1. | CALL TO ORDER |
| 2. | DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF |
| 3. | ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE SITTING AS THE TRANSIT WINDSOR BOARD OF DIRECTORS |
| 3.1. | Adoption of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors minutes of its meeting held June 26, 2024 (SCM 199/2024) |
| 4. | REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS |
| 5. | COMMUNICATIONS |
| 6. | PRESENTATIONS AND DELEGATIONS |
| 9. | TRANSIT BOARD ITEMS |
| 9.1. | Response to Instructional Memo TWB 1:
2023 Transit Windsor Service Performance Update - City Wide (S 42/2024) |
| 11. | NEW BUSINESS |
| 12. | ADJOURNMENT |



Committee Matters: SCM 199/2024

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors minutes of its meeting held June 26, 2024

**Environment, Transportation & Public Safety Standing Committee Sitting as the
Transit Windsor Board of Directors Meeting**

Date: Wednesday, June 26, 2024

**Time: Immediately following the 4:30 o'clock p.m. Environment, Transportation
& Public Safety Standing Committee Meeting**

Members Present:

Councillors

Ward 2 - Councillor Fabio Costante (Chairperson)
Ward 3 - Councillor Renaldo Agostino
Ward 4 - Councillor Mark McKenzie
Ward 8 - Councillor Gary Kaschak
Ward 9 - Councillor Kieran McKenzie

**PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM
ADMINISTRATION:**

Sandra Gebauer, Council Assistant

**ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM
ADMINISTRATION:**

Mark Winterton, Commissioner, Infrastructure Services & City Engineer
Jelena Payne, Commissioner, Economic Development
Stephan Habrun, Director, Operations & Planning
Mark Spizzirri, Manager, Performance Measurement & Business Case Development
Anna Ciacelli, Deputy City Clerk

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1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors to order at 4:40 o'clock p.m.

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE SITTING AS THE TRANSIT WINDSOR BOARD OF DIRECTORS

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors minutes of its meeting held May 29, 2024

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Mark McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors meeting held May 29, 2024 **BE ADOPTED** as presented. Carried.

Report Number: SCM 179/2024

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

None presented.

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9. TRANSIT BOARD ITEMS

9.1. Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide

Mark Sementilli, area resident

Mark Sementilli, area resident appears before the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors regarding the administrative report dated, March 22, 2024, entitled "Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide" and provides an overview of the concerns that the residents have regarding the implementation of the new bus route, including; safety, environmental, and quality of life impacts.

Councillor Renaldo Agostino requests that Mr. Sementilli expand on the safety issues presented. Mr. Sementilli indicates that Radcliff Avenue is only 20 feet wide. The design guidelines for 2-way traffic with a parking lane, should be at least 34 feet wide. Clover Avenue or Banwell are better routes. Currently, vehicles need to veer into oncoming traffic to go around parked cars. Buses will need to do the same. Mr. Sementilli adds that the turn radius is too small as per the guidelines and there are bus stops placed where there are line of sight issues.

Councillor Renaldo Agostino inquires whether it might possibly slow traffic down on that street. Mr. Sementilli responds that Radcliff is a bypass for Banwell and Lesperance. There are no stop signs or traffic calming measures on Radcliff currently. Vehicles speed down that street all the time to avoid bottlenecking on main roads.

Councillor Kieran McKenzie requests that the delegate expand upon the privacy concerns. Mr. Sementilli provides details related to the townhomes on the south end of Radcliff that have side-facing decks and back yards facing Radcliff. Mr. Sementilli indicates that the bus stop is 15 feet away from someone's living space. Mr. Sementilli adds that the constant bus stopping and noise in such close proximity will be disruptive and negatively affect quality of life in the area.

Councillor Kieran McKenzie comments that mass transit reduces emissions. Mr. Sementilli responds that bringing the bus down a road where nobody plans to use it doesn't reduce emissions, and If you take that same bus and move it to Banwell, where there is likely going to be more use, there is no environmental impact to Radcliff.

Councillor Kieran McKenzie responds that evidence suggests that mass transit is a net environmental benefit. Mr. Sementilli responds that is true if they are using it, but nothing suggests that people in his neighbourhood will be using it.

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Councillor Kieran McKenzie requests that administration speak to having a bus on Radcliff being a safe option for that street. Stephan Habrun, Director Operations and Planning, Transit Windsor appears before the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors regarding the administrative report dated, March 22, 2024, entitled "Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide" and responds that transit has conducted dry runs on this route already and have identified that it meets all of the guidelines and standards as in other areas of the city. Mr. Habrun adds that Transit operates on roads that are narrower than Radcliff and have not identified any issues during testing.

Councillor Kieran McKenzie requests that administration speak to the choice of route on Radcliff specifically. Tyson Cragg, Executive Director Transit Windsor appears before the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors regarding the administrative report dated, March 22, 2024, entitled "Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide" and indicates that this area of homes south of McNorton and east of Radcliff was identified as a gap in service. There is already a service plan for Banwell that will come at a later date, but Radcliff was identified as a connection to expand the transit service as far east as possible to the city limits.

Councillor Kieran McKenzie inquires whether the impact of choosing a different option as it relates to levels of service outweighs the benefit. Administration indicates that there are connectivity issues with north/south corridors connecting to Riverside Drive. Operating in Tecumseh requires an operating agreement with the municipality. Moving the route to Lesperance increases the annual cost of this route to nearly \$250,000 and would require an additional bus with a required capital cost of \$1.2 million. It drastically increases the number of operating hours which requires more capital resources.

Councillor Kieran McKenzie inquires whether there is a standard regulation in regards to the bus stop being located in front of the park and if there is a specified distance. Administration responds that if there is a designated crosswalk, there are distances that need to be in place, but there are none on Radcliff. Administration can look at stop placement and adjust as needed.

Councillor Gary Kaschak asks Administration if there was public consultation completed during the planning process. Administration indicates that during the public engagements in 2019, there were 2 rounds. There were 20 open houses throughout the city, every city resident received notice with their tax mail out regarding information about the master plan. There were telephone surveys, pop up open houses, emails, newsletters, and website advertising.

Councillor Gary Kaschak inquires whether the site lines and road width are adequate to implement the route on Radcliff. Administration responds yes.

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Councillor Gary Kaschak inquires whether there will be parking loss as a result of the bus route. Mr. Habrun indicates that the total parking loss along Radcliff between McNorton and Little River will be about 4 spots. The stop spacing is very generous along the route.

Councillor Gary Kaschak asks Administration about the distance residents have to walk from their home to a bus stop. Mr. Habrun indicates that the transit industry guideline is to have a stop within 400 meters walk-distance from a residence. Increasing the service area closer to the city limits achieves the goal of better service delivery.

Councillor Gary Kaschak inquires whether snowplows typically tend to bus routes more promptly. Administration indicates that bus routes are priority 1 streets.

Councillor Gary Kaschak inquires whether there is a potential for regional transit into the town of Tecumseh. Administration indicates that it has been discussed recently and will be part of further discussion between municipalities.

Councillor Gary Kaschak asks Administration if there is currently a bus route on Banwell. Mr. Cragg indicates that there is a short route on Banwell between Tecumseh Rd and McHugh, but there is a new route proposed in January that will see a service change including a route straight down Banwell.

Councillor Mark McKenzie asks Administration to provide more details about the Banwell route. Administration provides details of the routes.

Councillor Mark McKenzie inquires as to why Banwell would not be the priority instead of using Radcliff. Administration indicates that by running the route on Banwell it removes a significant portion of homes from the service standard of 400 meters and duplicates service that currently exists. The other issue is connectivity as Banwell does not directly connect to Riverside Drive. Currently service runs down Cora Greenwood to Riverside Drive so they would continue to run in that corridor to connect to Riverside.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Renaldo Agostino

Decision Number: **TWB 2**

THAT the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors **RECEIVE FOR INFORMATION** the report of the Manager, Transit Planning dated March 22, 2024 entitled "Response to CR183/2024-Petition from Residents on the Corner of Derek Street and Radcliff Avenue in Opposition to Implementation of Bus Route - City Wide."
Carried.

Report Number: S 40/2024
Clerk's File: ACO/14715

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9.2. Town of Amherstburg - Transit Service Agreement Renewal - City Wide

Councillor Kieran McKenzie inquires whether Transit has the capacity to handle the expansion of service to Amherstburg and what the impact might be from a service delivery capability standpoint if we are improving or increasing service levels. Mr. Cragg indicates that it will have no impact on the service levels in the City of Windsor. There is full cost recovery for the program through the agreement with the Town of Amherstburg including on the capital side. The bus assigned to that route is exclusive to that route. The contract agreement with the town of Amherstburg is fully covering the cost of capital and operating.

Councillor Kieran McKenzie inquires about the fleet capacity and service delivery capacity and how running buses out to Amherstburg will affect the overall ability to continue the path to offer service to this area. Mr. Cragg indicates that they are not adding a bus to the service, they are simply running one bus on a route to Amherstburg and back to Windsor, as a result, there is no capital increase for the route.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Renaldo Agostino

Decision Number: **TWB 3**

THAT the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors **RECEIVE FOR INFORMATION** the report of the Executive Director, Transit Windsor dated May 29, 2024 entitled "Town of Amherstburg - Transit Service Agreement Renewal - City Wide"; and,

THAT Transit Windsor **BE AUTHORIZED** to update and renew the existing Agreement for another five-year term (September 1, 2024 – August 31, 2029) with the Town of Amherstburg to provide a transit route that connects with services provided by Transit Windsor; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign the Agreement with the Town of Amherstburg, satisfactory in form to the City Solicitor, in financial content to the City Treasurer, and in technical content to the City Engineer and the Executive Director of Transit Windsor.
Carried.

Report Number: S 70/2024
Clerk's File: MT2024

11. NEW BUSINESS

None presented.

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12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors is adjourned at 5:16 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee Sitting as the Transit Windsor Board of Directors will be held Wednesday, July 31, 2024
Carried.

Ward 2 – Councillor Costante
(Chairperson)

Deputy City Clerk / Supervisor of Council
Services



Council Report: S 42/2024

**Subject: Response to Instructional Memo TWB 1:
2023 Transit Windsor Service Performance Update - City Wide**

Reference:

Date to Council: July 31, 2024
Author: Tyson Cragg
Executive Director
519-944-4141 ext 2232
tcragg@citywindsor.ca
Transit Windsor
Report Date: April 5, 2024
Clerk's File # MT/13708

To: Mayor and Members of City Council

Recommendation:

That the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors **RECEIVE FOR INFORMATION** the report in response to decision number TWB 1/2024, adopted from the meeting held on Wednesday, March 27, 2024.

Executive Summary:

N/A.

Background:

At the March 27, 2024 meeting of the Transit Windsor Board of Directors, the following motion was adopted:

*THAT administration **BE DIRECTED** to report back to the Environment, Transportation & Public Safety Standing Committee sitting as the Transit Windsor Board of Directors regarding Transit Windsor's performance, as it relates to meeting service level targets; and further, that the report **INCLUDE** information related to any specific issues, systemic or otherwise impacting service delivery outcomes.*

Discussion:

The "More Than Transit" Master Plan is a comprehensive strategy, as well as a guide for continuous improvement aimed at significantly improving Transit Windsor's service levels. Since its approval in 2020, Transit Windsor has made significant enhancements to its service and performance through strategic initiatives, including but not limited to:

- Significant service enhancements, including the introduction of three new routes and improvements to existing services;
- The advent of a new tuition-based pass program at St. Clair College;
- Dramatic ridership growth driven by an attractive fare product mix;
- Service area population growth; and
- Community recovery from the COVID-19 pandemic.

Ridership Data and Trends

Transit Windsor collects ridership data regularly via the electronic fare boxes on board each bus. Transit administration continually monitors ridership trends for various purposes such as service planning, budgetary implications, and annual reporting of performance statistics to the Canadian Urban Transit Association (CUTA) and the Ontario Ministry of Transportation (MTO) for Provincial Gas Tax (PGT) funding.

Total ridership for 2023 was 9,487,528 compared to 5,260,465 for 2022, representing an increase of 80% or 4,227,063 linked trips (including transfers). Compared to pre-pandemic ridership in 2019 (8,430,750), 2023 ridership shows an increase of 1,056,778 (13%). This growth is consistent with what other peer agencies have experienced, as most transit systems in Canada are facing similar challenges with ridership. Transit Windsor is experiencing tremendous growth in ridership, aligning with the region's overall growth.

Ridership Statistics (as of December 31, 2023)

RIDERSHIP STATISTICS				
As At December 31, 2023				
COMBINED CASH AND PASS	2022	2023	Increase (Decrease) 2023 vs. 2022	% Increase /(Decrease) 2023 vs. 2022
Adult	1,752,309	2,595,900	843,591	48%
Youth (Including Children)	967,814	903,476	(64,338)	(7%)
Senior	444,863	561,333	116,471	26%
Student	2,090,887	5,354,760	3,263,873	156%
Tunnel	4,592	72,058	67,466	1469%
Combined Total	5,260,465	9,487,528	4,227,063	80%

All categories other than “Youth” experienced a significant increase in ridership. The substantial rise in the “Student” category is mainly due to the University of Windsor and St. Clair College's tuition-based bus pass programs, U-Pass and SaintsPass, respectively. Both institutions reported higher enrollments in 2023, including domestic and international students, who have relied heavily on transit, greatly increasing ridership and average system usage. Additionally, many riders who previously qualified under the “Youth” category have now migrated to tuition-based passes.

The “Tunnel” category shows a large increase in ridership due to the Tunnel route not resuming until November 2022, leading to a disproportionate rise in 2023. Before the COVID-19 pandemic, the Tunnel route had low boardings per service hour (below 10 BSR) and did not meet performance targets. In 2019, Tunnel Bus ridership was 203,658. Due to low usage, the Tunnel Bus schedule was reduced to hourly frequency in 2022, per the approved Operating Budget. Comparing 2023 to 2019, ridership decreased by 131,600 rides, or 65%, including Special Events service, which only resumed in June 2023. Although Tunnel Bus frequencies have been reduced, service now more closely matches demand, and boardings per service hour (9.4 vs. 12.1) have increased by 25% since 2023.

The newly created Route 418X, launched at the end of June 2023 as part of Transit Windsor's 2023 Service Plan, has shown promising ridership performance since its introduction. For new routes, it takes time to build ridership, with an industry best

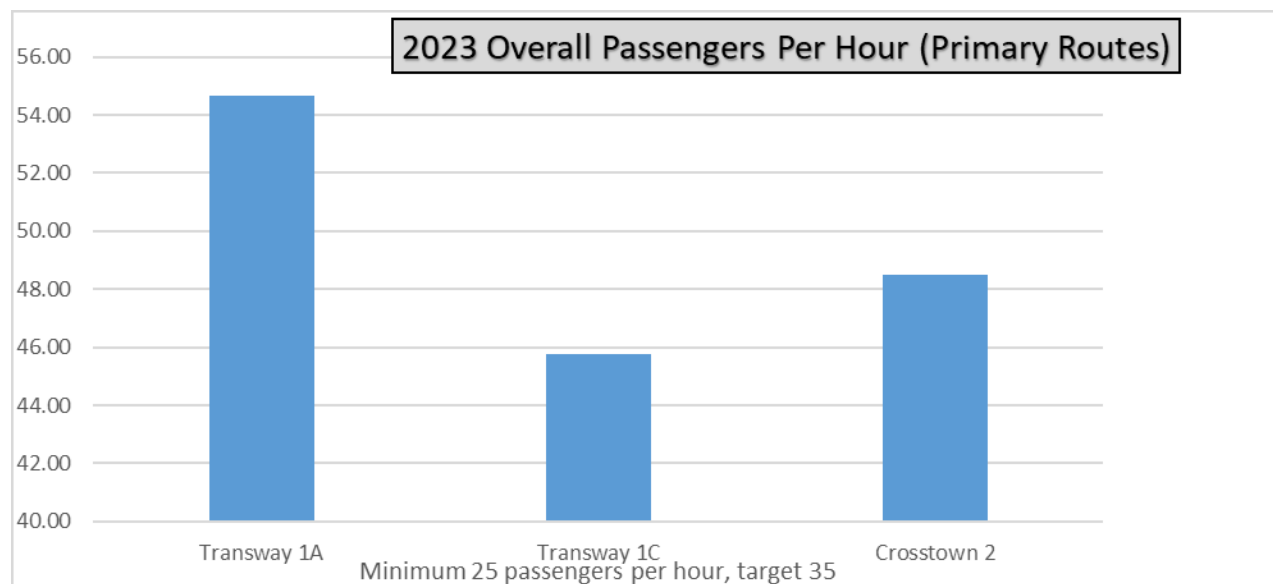
practice of an 18-24 month period to evaluate performance. In 2023, the 418X route averaged 19 boardings per hour, against a minimum productivity target of 25 BSH after 24 months, with a goal of 35 BSH for a semi-express route. This indicates the route's success in its first year. As the remainder of the 2023 Service Plan and the overall Transit Master Plan are implemented, additional trips will likely be fed into the 418X route as connections improve.

Service Challenges and Performance Metrics

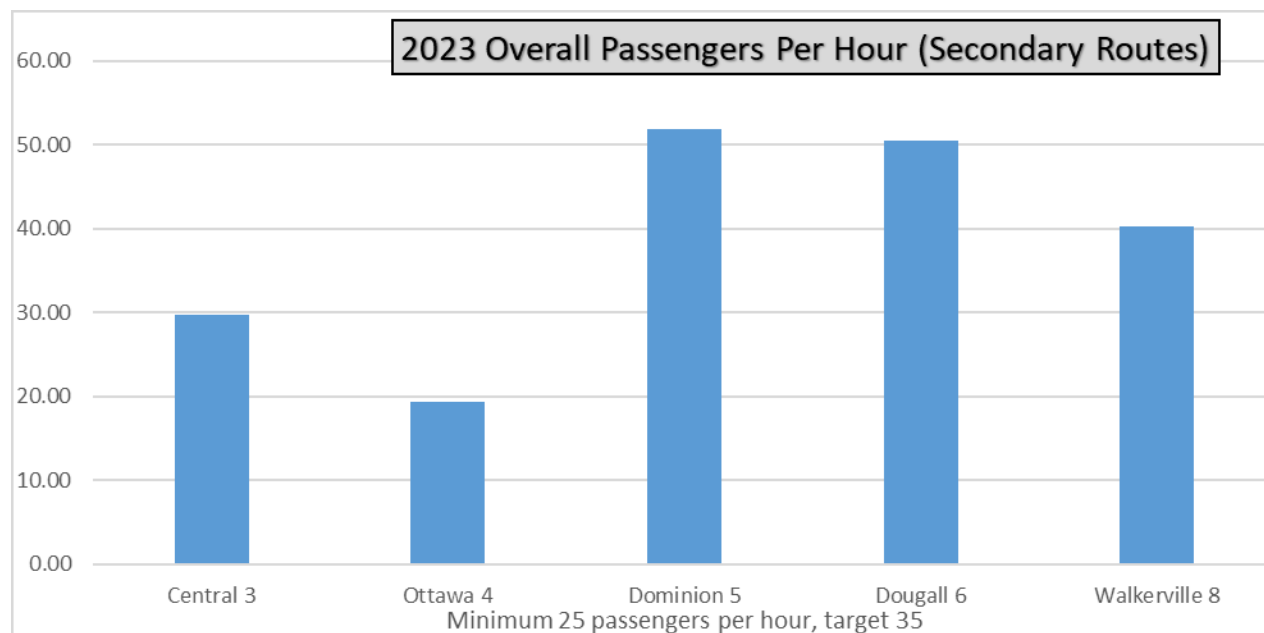
All of Transit Windsor's routes experienced ridership growth in 2023, leading to service issues such as missed passengers and overcrowding. Demand has surpassed the frequency levels on many routes and at various times and days of the week. This increased demand also extends the running time of routes due to more frequent stops, delaying routes and affecting overall performance. Transit Windsor's on-time performance for 2023 was 61%, consistent with other transit agencies experiencing rapid ridership growth.

Primary and secondary routes should have a minimum of 25 BSH on weekdays, with a target of 35 BSH. Typically, when boardings per hour exceed 35 (over a seated load), routes experience overloads and require service frequency improvements. In 2023, two-thirds of Transit Windsor's primary/secondary routes were well above the 35 BSH mark.

Primary Routes



Secondary Routes



Consistently Maintaining High Service Levels Amidst Record Ridership

Despite record ridership, Transit Windsor's overall service levels (defined as the number of revenue service deployed compared to the budgeted amount) have remained consistently high. A number of factors can contribute to missing service, including detours due to construction (missed segments of routes), staffing (sick calls, and other unscheduled absences), fleet age and availability (garage throughput), etc. The following chart shows Transit Windsor's service level average by month for the first six months of 2024.

Service Levels Transit Windsor 2024 YTD

Month	Planned Revenue Service Hours	Actual Hours	% to Plan
Jan.	25,792	24,232	94.0%
Feb.	24,128	23,787	98.6%
March	25,513	25,279	99.1%
April	24,960	24,639	98.7%
May	25,792	25,406	98.5%
June	24,960	24,655	98.8%
Total	151,145	147,998	97.9%

Service level performance dipped in January, related to maintenance labour availability, and fixed asset issues in the garage, primarily related to aging in-ground bus hoists. With the arrival of state-of-the art portable hoists in January, these issues have largely been addressed, and service levels have improved as a result. However, equipment availability on the oldest of Transit Windsor's fleet continues to present challenges for

service reliability but as is detailed below, these issues are expected to be short-lived in light of the expected arrival of 19 new buses in the fall of 2024, and the imminent commencement of major upgrades to the garage and storage facility, including new hoists and other process equipment, ensuring the fleet remains in a state of good repair for years to come.

Fleet Overview and Maintenance Strategy

Transit Windsor operates a fleet of 119 buses, all of which are fully accessible. Approximately 25% of the fleet is comprised of diesel-electric hybrid buses. Transit buses are engineered for an average service life of 12 years. In 2023, the average age of the fleet was 6.6 years, an improvement from 9.34 years in 2022, thanks to the delivery of 26 new buses between 2022 and early 2024.

Despite the reduction in average fleet age, 29 units (25%) are at or past their useful life. The average kilometers driven per bus have also almost doubled, significantly impacting maintenance costs, bus availability, and service reliability. This has led to an increase in in-service disruptions and a decrease in the mean distance between failures (MDBF). The fleet purchases scheduled for 2024 (19 buses) and over the following three years (17 buses) will replace the units past their useful life and add four additional units to the fleet.

Several maintenance projects are in the planning phases. All garage equipment is scheduled for replacement or refurbishment as part of the Council-approved building expansion/renovation project. Additionally, a pilot project set to begin in late 2024 will explore utilizing bus data to implement a predictive maintenance program. These initiatives, along with expanded analytics of existing data, will improve both fleet and service reliability.

Customer Service and Feedback Analysis for 2023

Complaints, compliments, and suggestions related to transit service and customer service are logged through the Customer Service Request (CSR) database system, which is a shared system used by 311. All complaints received are investigated by Transit Administration, and appropriate action is taken in all cases.

In 2023, Transit Windsor logged a total of 1,124 complaints, with 227 classified as unsubstantiated. Unsubstantiated complaints include cases where the complaint was found to be invalid, duplicate complaints, or instances where the complainant refused to provide further information. Despite an increase of 270 complaints, representing a 32% rise over 2022 levels, customer issues remain rare, averaging just over 9 complaints per 100,000 riders, and are handled efficiently by Transit administration. Compliments increased by 19%, reflecting positive feedback on service improvements.

The top five customer service complaints in 2023 for Transit Windsor were:

General Complaints: 365 (25% increase from 2022)

- These include issues related to driver behavior, customer service, and fare collection.

Driver's Skill (Driving): 186 (35% increase from 2022)

- Issues related to the driving skills of the bus operators.

Passenger Bypass: 176 (68% increase from 2022)

- Complaints about buses not stopping to pick up passengers.

Schedule Adherence: 143 (36% increase from 2022)

- Complaints regarding buses not adhering to the schedule.

Bus Stop Suggestions: 67 (31% increase from 2022)

- Suggestions and complaints about the location and condition of bus stops.

Overall, despite the surge in ridership, increased congestion due to population growth, and the return to pre-pandemic activities, customer issues are infrequent compared to overall ridership. Based on frequent industry discussions, Transit Windsor compares favourably to other peer transit systems on customer service metrics, and Transit Windsor strives to benchmark its own performance on industry best practices. All Transit Windsor drivers undergo a rigorous training program that focuses on safety and customer service. Previous customer service experience is highly valued when hiring new recruits.

Service and Infrastructure Improvements

Transit Windsor is committed to implementing service improvements from the 2023 and 2024 approved service plans to address ridership challenges and improve overall service. Many areas currently without Sunday service will now have service seven days a week. Route 418X, implemented in June 2023 as part of the overall service plan, has already seen significant ridership. As the Transit Master Plan continues to be implemented, passengers will experience a better overall transit system with improved frequencies and route accessibility.

As part of Transit Windsor's plans for continuous improvement, approved operational and infrastructure measures over the past three years and into the near future include:

- New 518X Express route connecting St. Clair College to the East End Terminal (2021)
- New Central 3 route, including Sunday service (2022)
- New 605 service to Amherstburg (2022)
- New 418X Express service across the city (2023)
- New service along Dominion corridor (2024)
- New service in East Windsor (2025)

- New Route 250 (Rhodes/Twin Oaks/NextStar industrial) (2025)
- New buses (64 delivered or on order), representing 50% of the fleet replaced since 2020
- Major investment into East and West-End terminals for service expansion (2025)
- Major upgrades, including planned expansion to the Transit Garage (2025-28)
- New fare-management technology (2025-26)

This is not an exhaustive list, but it is clear that Transit Windsor, with the support of City Council is making major strides towards service and infrastructure improvements.

Risk Analysis:

N/A.

Climate Change Risks

Climate Change Mitigation:

N/A.

Climate Change Adaptation:

N/A.

Financial Matters:

Any increase in ridership will ultimately provide increased gas tax revenues in future years as the gas tax funding is based partly on ridership numbers. The City of Windsor received \$4,328,197 in Provincial Gas Tax funding for the 2022/2023 year. The amount of gas tax funding to be received for the 2023/2024 year is \$4,462,356. The Ministry of Transportation will continue to monitor the impacts to key elements, such as municipal transit ridership and the availability of funding that is generated from the sale of gasoline, as these influence the Gas Tax allocations for the 2024/2025 program. Annual transit operating and capital budget variances are reported to City Council as part of the regular corporate variance reports.

Consultations:

Michael Duval, Manager, Transportation

Monika Grant, Director, Fleet & Facility Development

Poorvangi Raval, Financial Planning Administrator for Transit Windsor

Jason Scott, Manager, Transit Planning

Rob Slater, Executive Initiatives Coordinator

Conclusion:

Transit Windsor, like many transit agencies, is undergoing some growing pains related to a surge in demand for transit service after years of relatively stable ridership levels. Transit Windsor, through the Transit Master Plan has continuous improvement initiatives in place to enhance the service through consistent operating investments from Council, as well as major capital investments from all three levels of government. These investments, totalling over \$100 million will address issues related to fleet age, maintenance, and service reliability.

The information provided in this report are indicative of a transit service on the move, with significant growth in demand expected in the coming years. Transit Administration will continue to work diligently towards implementing the remaining phases of the Transit Master Plan and will keep the Board and Council apprised.

Planning Act Matters:

N/A.

Approvals:

Name	Title
Poorvangi Raval	Financial Planning Administrator
Tyson Cragg	Executive Director, Transit Windsor
Mark Winterton	Commissioner, Infrastructure Services
Lorie Gregg	On behalf of Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices: