

## **Additional Information – Responding to the Recommendations Arising from April 3, 2023 Public Works Committee Meeting**

The following sections of this report are responsive to the recommendations arising from the April 3, 2023, report to Public Works Committee PW23021. For ease of reading, each section commences with a bullet describing any action steps or refers the reader to the Recommendation section of the report if necessary.

### **Section 1: The Urban Transit Area**

*There is no recommended change to the existing Urban Transit Area during the lifespan of the **HSR Next** plan.*

The current Urban Transit Area does not align with the City's Urban Boundary, with differences found largely in Binbrook, the Airport Employment Growth District, and parts of Stoney Creek. The **HSR Next** network falls within the existing Urban Transit Area, and no changes are recommended.

Expansion to Binbrook was deferred to the next transit planning cycle to follow HSR Next, which better aligns with projected growth in the Airport Employment Growth District and Stoney Creek.

While Council has consistently endorsed a "no expansion" approach to the urban boundary, adjustments to this boundary may lead to calls for introducing transit into new areas. Should Transit be directed to expand service to new urban areas during the lifecycle of this plan, the expansion, including additional capital and operating costs, would be considered through the annual budget process.

### **Section 2: Impact of Bus Wraps on Ridership**

*No further action is being considered at this time.*

Transit was directed to undertake public consultation on bus wraps which cover bus windows to determine if it was a potential detractor that made people not choose transit. The public consultation determined that the overall sentiment was neutral, and that bus wraps neither attract nor deter people to transit.

In the future, Transit may conduct further public consultation and/or work with Corporate Partnerships to determine if there is a negative impact on potential contracts should the City specify wraps may not cover bus windows.

### **Section 3: Area Rating**

*Transit staff prepared jurisdictional kilometres for use by the Finance/Corporate Services Department that can be presented to the Transit Area Rating Review Sub-Committee for consideration.*

Staff continue to engage in the Transit Area Rating Review Sub-Committee, as directed by Council through the Transit Area Rating Review Sub-Committee of April 11, 2024. As part of developing **HSR Next's** phasing and implementation plan, staff prepared jurisdictional kilometre splits so that Finance/Corporate Services Department may, in

turn, compute the impact that the new kilometres have on the tax policy. Jurisdictional kilometres reflect allocation of service between former municipalities but should not be interpreted as a final rate split between jurisdictions. These kilometres reflect recent actuals (2023-2025) and forecasted kilometres at the full build-out of the **HSR Next** network.

Table Eight: Estimated Kilometres by Area 2023 - 2032

<b>Jurisdictional Split</b>	<b>Hamilton</b>	<b>Dundas</b>	<b>Ancaster</b>	<b>Stoney Creek</b>	<b>Glanbrook</b>	<b>Flamborough</b>
2023 Actual	81.3%	2.0%	4.8%	7.5%	3.2%	1.2%
2024 Actual	80.5%	1.9%	4.8%	8.3%	3.3%	1.3%
2025 Actual	77.3%	2.1%	5.7%	9.4%	3.8%	1.7%
2032 Modelled	66.0%	2.1%	9.8%	13.7%	5.8%	2.6%

Staff in the Transit Division will collaborate with the Finance/Corporate Services Department so that cost impacts are reported at a future Area Rating Review Sub-Committee meeting.