



Report

Planning, Design & Development Committee

Standing Committee of the Council
of the Corporation of the City of Brampton

Date: March 26, 2008

File: TTMP 2008

Subject: **Transportation and Transit Master Plan (TTMP) Sustainable Update**

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OVERVIEW:

- The Places to Grow Act, 2005 requires all municipalities to amend their respective Official Plans to be in conformity with the policies as outlined in the Growth Plan.
- As a part of the Growth Management conformity work plan, the “TTMP Sustainable Update” is identified as one of two studies to examine the City’s infrastructure to support growth to 2031.
- In the fall of 2004, the City of Brampton completed and approved its first Transportation and Transit Master Plan (TTMP) to provide a context and framework for future transportation decisions and at that time it was recommended that the TTMP be updated every 3-5 years.
- Although the vision of 2004 TTMP remains strongly supported, it is appropriate to initiate an update to the existing Brampton TTMP.
- Staff has formulated the Draft Terms of Reference for procurement of a multi-disciplinary consultant team to prepare a “Transportation and Transit Master Plan Sustainable Update”.
- The TTMP Update Study will be conducted as a Transportation Master Plan Study under the Municipal Class EA Process and will be carried out by adopting a two-stage approach.
- Broadly, the two stages would include: (i) Assess and Validate the current TTMP to generate a new TTMP document and (ii) Background transportation information for City’s Development Charges By-Law Update in 2009.
- The overall TTMP Update Study will be conducted in keeping with the sustainable transportation principles.
- Northwest Brampton Infrastructure study identified the need for a major arterial (Bramwest Parkway)/Higher order transportation facility in order to service the full development of NW Brampton.
- Brampton passed Interim Control By-Law 306-2003 and further adopted Official Plan Amendment OP 93-255 to continue to protect the identified “Corridor Protection Area” that is presently under appeal at the Ontario Municipal Board (OMB).
- Halton-Peel Boundary Area Transportation Study (HPBATS) was initiated as a part of the OMB settlement, however has been delayed due to the absence of Halton Region’s land use forecasts as ‘Sustainable Halton’ process is still underway.
- In the given circumstances, staff is seeking direction to consider and evaluate alternative solutions to determine the role and function of North-South Corridor/Bramwest Parkway as a part of TTMP Sustainable Update.

- The study would potentially assist to narrow down the identified “Corridor Protection Area”.
- Funding for the TTMP Update RFP is available from approved TTMP accounts (Stage 1) and the approved DC update account (Stage 2).
- Staff is requesting endorsement of the formulated Draft Terms of Reference and direction to follow the Brampton RFP process for retaining the services of a multi-disciplinary consultant team.

RECOMMENDATIONS

1. **THAT** the staff report dated March 26, 2008 entitled “**Transportation and Transit Master Plan (TTMP) Sustainable Update** ” and the accompanying draft Terms of Reference for the 2008 TTMP Update (File TTMP 2008) be received.
2. **THAT** Council reaffirm the direction to staff for undertaking the TTMP Update as directed in March, 2007 (“Places to Grow, A Growth Plan for the Greater Golden Horseshoe - A Strategic Overview and Work plan for the Greater Golden Horseshoe”).
3. **THAT** Council endorses the attached Draft Terms of Reference for carrying out the staged TTMP Sustainable Update and further that staff be directed to follow the RFP process for retaining the services of a multi-disciplinary consultant team to undertake a “Transportation and Transit Master Plan Sustainable Update”.
4. **THAT** staff be directed to carry out the consultation for the TTMP Sustainable Update in accordance with the Transportation Master Planning process under the Municipal Class Environmental Assessment, coordinated with the ongoing consultation for Brampton’s response to the Provincial Growth Plan including consultation with stakeholders such as the Public, Business, affected agencies and the development industry.
5. **THAT** staff be directed to consider and evaluate alternative solutions to determine the potential role and function of North-South Corridor/Bramwest Parkway in the West Brampton that would further assist to narrow down the ‘Corridor Protection Area’ and evaluate needs and justification to support the eventual Environmental Assessment process, as a part of the TTMP Sustainable Update.

BACKGROUND

The *Places to Grow Act, 2005*, requires all municipalities to amend their respective Official Plans within three years of the Plan coming into effect, and therefore must be in conformance with the policies as outlined in the Plan by June 16, 2009. In April 2007, City of Brampton Council approved a Growth Plan Conformity work plan (resolution C097-2007), under the Planning, Design and

Development (PD&D) Department's Growth Management Program, which outlines necessary studies to achieve Growth Plan conformity by June 2009. The TTMP Update Study is one of the two studies examining the City's soft and hard infrastructure to support growth to 2031. Known as the '**Transportation and Transit Master Plan Sustainable Update**' the review forms part of the overall Growth Management Conformity work plan.

In the fall of 2004, the City of Brampton approved its first Transportation and Transit Master Plan (TTMP) which envisioned the integration of all modes and elements of transportation to provide a "Balanced Transportation System" that is accessible to all members of the Brampton community. The Plan was completed with the broad strategic goal to define policies and long-term infrastructure needs to meet future transportation demands in an economical, efficient and environmentally sustainable manner to provide a context and framework for future transportation decisions.

While the vision of the 2004 TTMP remains strongly supported, in the wake of the recent development trends, growth management planning, development charges bylaw update, Transportation Tomorrow Survey (TTS) 2006, provincial growth plan objectives and other planning legislative changes it is appropriate to initiate an update to the existing Brampton TTMP. This will ensure that continuing transportation decisions and investment for an integrated transportation network can be made with confidence and in keeping with the current best practices regarding sustainable transportation planning.

CURRENT SITUATION

In keeping with the Council approved Growth Plan Conformity work plan (resolution C097-2007) and to ensure a coordinated and comprehensive approach in dealing with the overall transportation issues in Brampton, staff has formulated the Draft Terms of Reference (Attached) to be incorporated in the RFP document. The City's standard purchasing process will be followed for retaining the services of a multi-disciplinary consultant team with expertise in comprehensive transportation planning, environmental review and public consultation to prepare a "Transportation and Transit Master Plan Sustainable Update".

The study will be conducted as a Transportation Master Plan study under the Municipal Class Environment Assessment (EA) process which is contemplated to be completed by the end of 2008. The TTMP Update study will be carried out by adopting a "Two- Stage" approach:

- ❖ Stage 1 will assess the current TTMP and update the assumptions and information to address new transportation issues and to generate a revised TTMP document. The updated information, analysis and recommendations will provide the need and background for the

transportation component of the City's Development Charges (DC) By-Law Update.

- ❖ Stage 2 will provide the necessary transportation infrastructure timing and cost information and DC methodology for the purposes of DC By-law update and calculations.

Broadly, the two stages will be carried out to formulate the comprehensive transportation and transit plan update by considering the most up to date 'sustainable transportation best practices' with the following objectives:

Stage 1

- Provide the basis for revisions/input to the transportation components of the Official Plan in the context of recent provincial policies (Greenbelt Plan, Places to Grow).
- Provide framework for future transportation decisions and investment for an integrated transportation network.
- Review/Assess/Validate the overall transportation strategy and transportation network for all modes of travel with updated land use information.
- Incorporate the updated land use forecasts including currently contemplated timing for NW Brampton.
- Alternative road network improvements with in North west/Bram west context (i.e. both "within Brampton" solution to North-South corridor and a full interchange at 401/407 in Halton)
- Update the horizon years networks for road and transit based on up-to-date travel forecasts for the preferred land use scenarios flowing from the City's ongoing Growth Plan compliance exercise.
- Examine policies and initiatives to support the implementation of the City's "Pathways Master Plan".
- Establish the City's updated long-term transportation needs for roads, transit, pedestrian, cycling and goods movement.
- Provide for the necessary transportation infrastructure and programs to support the City's landuse planning initiatives.
- Provide the basis for supporting the City's 2009 Development Charges By-law Update
- Consider the traffic implications of continued growth on the borders with the neighbouring York Region, Mississauga, Caledon and Halton Region.
- Develop an air quality management strategy to address air quality impacts from transportation at a strategic level including policies and practices to reduce air pollution, and a screening level air quality assessment for the recommended long-term transportation plan and "do-nothing" scenario.

North West/Bram west - Transportation Network Review

The North West Brampton Transportation Infrastructure Study confirmed the need for the major arterial road (Bram West Parkway) and further identified an additional need for the higher order transportation facility to service the full development of North West Brampton in conjunction with the ultimate road network for west Brampton.

Further work on the North-South Corridor Feasibility study identified the need for a Corridor Protection Area for West Brampton and South East Halton. The City of Brampton passed Interim Control By-Law 306-2003 to protect these lands to the maximum period until 2005. Brampton further passed the By-Law 360-2005 to adopt Official Plan Amendment OP 93-255 to continue to protect the Corridor Protection Area until the alignment for the Bramwest Parkway/North-South Corridor is finalized. The OP 93-255 is presently under appeal to the Ontario Municipal Board (OMB).

In July 2004, the City of Brampton appealed Halton Regional Official Plan Amendment 25 (HROPA 25) to the Ontario Municipal Board on the grounds that the amendment failed to address the important regional transportation needs at the Halton-Peel Boundary identified through numerous studies. The settlement endorsed by OMB required Halton Region to participate with the Region of Peel and the City of Brampton to undertake a comprehensive review on the future transportation network needs (2021 & 2031) along with other appropriate transportation solutions through the Halton-Peel Boundary Area Transportation Study (HPBATS).

The HPBATS has since commenced and the initial data/information gathering, study design, modeling principles (input data requirements and key parameters) and stakeholder's newsletter have now been completed with input from all municipal partners.

The study progress is dependent upon generation of population and employment forecasts. However, Halton Region has indicated that the land use forecasts to 2031 are unavailable when needed for HPBATS, as the delivery of this data would be determined through the 'Sustainable Halton' conformity exercise which is still underway.

It is crucial to move the study forward in a timely manner given the fact that the adopted OP 93-255 amendment respecting the 'Corridor Protection Area' for finalizing the alignment for Bramwest Parkway and/or potential higher order transportation facility is under appeal at the Ontario Municipal Board (OMB).

With the "Sustainable Halton" process still underway to generate Halton Region's land use forecasts, it is anticipated that it would cause potential delay to the HPBATS study to determine the need, justification and function for a North-South

Corridor/Bramwest Parkway and the “future transportation network” in Northwest Brampton. Brampton Council had expressed their concern with the potential delay being caused to the HPBATS study due to the absence of Halton Region land use forecasts (Council Resolution PDD 275-2007).

Given these circumstances, staff is suggesting that whilst the HPBATS study continues to examine the transportation issues along the Halton-Peel boundary with the participation of all municipal partners (now using some scenario data), in parallel, Brampton would consider and evaluate alternative solutions and identify an optimum transportation system in the North west/Bram west Brampton as a part of this TTMP Update. The transportation network review for the Northwest Brampton as a part of the TTMP Update would broadly include:

- ◆ the need & justification and the potential role and function of North-South Corridor/Bramwest Parkway;
- ◆ examining/assessing the family of alignment options;
- ◆ narrowing down the identified corridor protection area.

Stage 2

- Review 2004 DC methodology for transportation and transit infrastructure, and recommend/develop any necessary changes.
- Provide itemized and detailed costing of the transportation and transit infrastructure required by specific years
- Update the overall list of DC capital projects, extent of projects, cost of projects and calendar timings of projects year by year for the next 20 years for transportation and the next 10 years for transit and for every five years beyond for DC background level of detail.
- Support as necessary through the DC by-law approval process, and appeals to the by-law should they arise.

FUNDING OF TTMP UPDATE STUDY

The stage 1 of the “Transportation and Transit Master Plan Sustainable Update” is expected to cost approximately \$ 175,000. The stage 1 study budget is available from the approved TTMP projects. These funds were established to carry out various transportation analysis projects in order to build on/and implement the TTMP. The Stage 2 work will be funded separately from approved 2008 DC Update Project.

CONCLUSION

The TTMP Sustainable Update forms a part of an approved overall Growth Management Conformity work plan and is one of the two studies identified to examine the City's soft and hard infrastructure to support growth to 2031.

In the fall of 2004, the City of Brampton approved its first Transportation and Transit Master Plan (TTMP) with the broad strategic goal to define policies and long-term infrastructure needs to meet future transportation demands in an economical, efficient and environmentally sustainable manner to provide a context and framework for future transportation decisions.

Staff is requesting Council endorsement of the Draft Terms of Reference (Attached) to be incorporated in the RFP document to follow the process for retaining the services of a multi-disciplinary consultant team.

The overall TTMP Update Study will be conducted in keeping with the sustainable transportation principles, and will include the assessment of the transportation strategy and overall transportation network recommendations identified in the 2004 TTMP. The study will review the strategy to optimize the role of transit, update road networks for various horizon years and ensure policies that reflect the most up to date best practices for Sustainable transportation solutions. The TTMP update study will further provide the background to support an update to the City's Transportation Development Charges By-law in 2009.

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List of Appendices

Appendix 1: Draft Terms of Reference

APPENDIX 1

Transportation and Transit Master Plan (TTMP)
Sustainable Transportation Update

City of Brampton

DRAFT Terms of Reference

March 2008

INTRODUCTION

The *Growth Plan for the Greater Golden Horseshoe (2006)*, written under the *Places to Grow Act, 2005*, is a framework for implementing the Province's vision for building stronger communities by managing growth in the Greater Golden Horseshoe to 2031. The Plan works in conjunction with other government initiatives, including the Greenbelt Plan, Planning Act reform, Provincial Policy Statement, and municipal Official Plans to address issues with sustaining and growing the Province's economy.

The *Places to Grow Act, 2005*, requires all municipalities to amend their respective Official Plans within three years of the Plan coming into affect, and therefore must be in conformance with the policies as outlined in the Plan by June 16, 2009. In April 2007, City of Brampton Council approved a Growth Plan Conformity work plan (resolution C097-2007), under the Planning, Design and Development (PD&D) Department's Growth Management Program, which outlines necessary studies to achieve Growth Plan conformity by June 2009. This Study is one of two (2) studies (Infrastructure Capacity Review of Utilities and Services and Transit and Transportation Capacity Study) examining the City's soft and hard infrastructure to support growth to 2031. Known as the **'Transportation and Transit Master Plan Sustainable Update'** the review forms part of the overall Growth Management Conformity work plan (Attached).

The Growth Plan provides policy direction that places significant emphasis on ensuring that there is sustainable transportation and transit infrastructure, available to support future growth. Part of the conformity exercise is to respond to the Province's concern of the deficit of infrastructure to meet current and future public infrastructure needs. This Study will provide clarification on the ability of the City's transportation and transit infrastructure to accommodate planned growth and will be used with the other studies of the Growth Plan Conformity work plan (Intensification Study and Population and Employment Allocation Study) to ultimately update the City's Official Plan to ensure that it is in keeping with Growth Plan.

The Intensification Study will identify intensification opportunities, determine the appropriate type and scale of intensification and assess the City's ability to meet Growth Plan targets. As the Growth Plan places emphasis on providing sustainable infrastructure for growth, this Study is intended to provide feedback into the Intensification and Allocation Study, and vice versa.

1.0 BACKGROUND

- 1.1 In the fall of 2004, the City of Brampton approved its Transportation and Transit Master Plan (TTMP), which envisioned the integration of all modes, and elements of transportation to provide a "Balanced Transportation System" that is accessible to all members of the Brampton community. The Plan was completed with the broad strategic goal to

define policies and long-term infrastructure needs to meet future transportation demands in an economical, efficient and environmentally sustainable manner to provide a context and framework for future transportation decisions.

- 1.2 While the vision of the 2004 TTMP remains strongly supported, in the wake of the recent development trends, growth management planning, development charges bylaw update, TTS-2006, provincial growth plan objectives and other planning legislative changes it is appropriate to initiate an update to the existing Brampton TTMP. This will ensure that continuing transportation decisions and investment for an integrated transportation network can be made with confidence and with current best practices regarding sustainable transportation planning.
- 1.3 To ensure a coordinated and comprehensive approach in dealing with the overall transportation issues in Brampton, the City is seeking to retain the services of a multi-disciplinary consultant team with expertise in comprehensive transportation planning, environmental review and public consultation to prepare a Transportation and Transit Master Plan Update which will follow a Transportation Master Plan Study approach under the Municipal Class Environment Assessment (EA) process.
- 1.4 The overall TTMP Update Study will be conducted in keeping with the sustainable transportation principles, which will among other things include the assessment of the transportation strategy and overall transportation network recommendations identified in the 2004 TTMP, to review the strategy to optimize the role of transit and update road networks for various horizon years. The TTMP update will further provide the updated background study to support an update to the City's Transportation Development Charges By-law in 2009.
- 1.5 The TTMP Update study will be carried out in a "Two- Stage" approach: Stage 1 will assess the current TTMP and update the assumptions and information to address new transportation issues and to generate a revised TTMP document. The updated information, analysis and recommendations will provide the need and background for the transportation component of the City's Development Charges (DC) By-Law Update.

Stage 2 will provide the necessary transportation infrastructure timing and cost information and DC methodology for the purposes of DC By-law update and calculations.

Broadly, the two stages will be carried out to formulate the comprehensive transportation and transit plan update by considering the most up to date 'sustainable transportation best practices' with the following objectives:

Stage 1

- ❖ Provide the basis for revisions/input to the transportation components of the Official Plan in the context of recent provincial policies (Greenbelt Plan, Places to Grow).
- ❖ Provide framework for future transportation decisions and investment for an integrated transportation network.
- ❖ Review/Assess/Validate the overall transportation strategy and transportation network for all modes of travel based on updated landuse information developed for the Growth Plan conformity exercise.
- ❖ Incorporate the updated land use forecasts including currently contemplated timing for NW Brampton.
- ❖ Update the horizon years networks for road and transit based on up-to-date travel forecasts for the preferred land use scenarios.
- ❖ Examine policies and initiatives to support the implementation of the City's "Pathways Master Plan".
- ❖ Establish the City's updated long-term transportation needs for roads, transit, pedestrian, cycling and goods movement.
- ❖ Provide for the necessary transportation infrastructure and programs to support the City's landuse planning initiatives.
- ❖ Provide the basis for supporting the City's 2009 Development Charges By-law Update
- ❖ Consider the traffic implications of continued growth on the borders with the neighbouring York Region, Mississauga, Caledon and Halton Region.
- ❖ Devise an optimal road network to determine the potential role and function of the North-South Corridor/Bramwest parkway and to explore strategies to narrow down the corridor protection area (i.e. both "within Brampton" solution to North-South corridor and a full interchange at 401/407 in Halton).
- ❖ Develop at a strategic level, an air quality management strategy to address air quality impacts from transportation including policies and practices to reduce air pollution, and a screening level air quality assessment for the recommended long-term transportation plan and "do-nothing" scenario.

Stage 2

- ❖ Review 2004 DC methodology for transportation and transit infrastructure, and recommend/develop any necessary changes.
- ❖ Provide itemized and detailed costing of the transportation and transit infrastructure required by specific years
- ❖ Update the overall list of DC capital projects, extent of projects, cost of projects and calendar timings of projects year by year for the next 20 years for transportation and the next 10 years for transit and for every five years beyond for DC background level of detail.

- ❖ Support as necessary through the DC by-law approval process, and appeals to the by-law should they arise.

2.0 STUDY CONTEXT & SCOPE

- 2.1 The TTMP Update will be conducted in conjunction with the City's Growth Plan compliance exercise to inform the revised landuse forecasts to be developed for the City based on the systematic analysis of transportation implications of potential land use concepts.
- 2.2 The TTMP Update will be completed in accordance with the Master Plan process of the MEA Municipal Class Environmental Assessment, following Phases 1 and 2.
- 2.3 The consultant shall prepare a detailed Study Design based on this scope of work and the ensuing discussions.
- 2.4 Review the findings of all relevant background reports, earlier studies, land use plans, Official Plans and other pertinent documents and policies. This review should include not only the studies/reports of the City but also those of the neighbouring municipalities and province.
- 2.5 Update the 2011, 2016, 2021, 2026 and 2031 networks for road and transit based on up-to-date travel demand forecasts for the preferred land use scenarios emerging from the City's growth plan compliance exercise, enabling the TTMP Update to establish infrastructure and program needs and supporting policies for the City of Brampton's transportation system to the year 2031.
- 2.6 Although the focus area of the TTMP Update is the existing incorporated area of the City of Brampton, the study will also address transportation impacts and requirements within a study area extending beyond the City of Brampton to Highway 27 on the east, Highway 401 on the south, Trafalgar Road on the west, and Regional Road No. 9 (King Road) on the north (as shown in Appendix A). Hence the TTMP Update will identify transportation issues, which have a bearing on the City's current and future network, and make recommendations for potential solutions.
- 2.7 The Consultant shall use the City's EMME/2 travel demand model alternative runs to devise and define the optimum 2031 transportation/transit system for Brampton and address several specific transportation issues.
- 2.8 Following an evaluation of the existing transportation network, the Consultant shall evaluate and assess the major road network requirements, including all jurisdictions within the City of Brampton and adjacent areas for study horizon years 2011, 2021, and 2031 (assumed

full build-out of the City). For Development Charge review purposes, our requirements also call for year 2019 and year 2029 road network requirements to be established as accurately as possible. The Consultant shall define the approach to attain appropriate analysis platforms to attain these target horizons as one of the key deliverables for the project.

- 2.9 The Consultant shall evaluate the current transit system, define a long-term (2031) vision for transit service in Brampton, identify the associated realistic modal split factor, make recommendations for the establishment of an effective and efficient system, and outline the strategies to achieve the long-range plan over the intervening years.
- 2.10 The Consultant shall assess and evaluate the need for complementary infrastructure such as pathways, HOV lanes, parking policies, sidewalks, bicycle facilities and make recommendations for the establishment of an optimum system. The consultant shall recommend policies and programs to support the development of pedestrian and cycling plans.
- 2.11 The Consultant shall extract the recommended road and transit improvements from the first stage of the study, make rational interpretation and provide the necessary transportation infrastructure timing and cost information for the purposes of DC By-law calculations.

3.0 Stage 1: SUSTAINABLE TRANSPORTATION & TRANSIT UPDATE

The Consultant shall prepare a TTMP Update document which will address the following tasks:

3.1 Data Collection and Issue Identification

- 3.1.1 The Consultant will review the findings of all relevant current and previous transportation studies, transportation master plans, TTS-2006, land use plans, secondary plans, Official Plans and other pertinent documents and policies (identified but not restricted in Appendix B) and extract the relevant conclusions and findings, including the identified ultimate road network requirements and impacts for further consideration in the TTMP Update exercise.
- 3.1.2 The Consultant will prepare an analysis of existing traffic characteristics and travel patterns and assess existing transportation network deficiencies in the study area, considering road network continuity and connectivity, capacity deficiencies and community impacts from increased traffic. The analysis will identify existing capacity deficiencies at screen lines, and along major road links. It is understood that where data/information is available, existing traffic data will be provided by the City and the Region of Peel and where there is insufficient information, new data will be provided by the Consultant.

3.1.3 The foregoing analysis will include, but not be limited to, origin and destination analysis, auto and truck traffic volumes and percentages, volume and peaking characteristics, transit ridership patterns and demand, and any other factors or characteristics deemed appropriate by the steering committee for use in the analysis.

3.1.4 Based on the analysis of existing traffic, and existing and proposed land uses, the Consultant will develop a consolidated forecast of traffic/travel demands in the City of Brampton to assess future transportation network deficiencies in the study area for the 2011, 2016, 2021, 2026 and 2031 horizon years.

3.2 Travel Demand Modelling and Road Network Assessment

The Consultant will be required to utilize the Brampton EMME/2 travel demand model for this component. The alternative model runs will be used by the Consultant to assess the currently identified ultimate 2031 road/transportation network and assess all major road and transit corridors within the limits of the City as well as the time horizons for existing, 2011, 2016, 2021, and 2026..

The modeling analysis stage should proceed concurrent with the formulation of the optimum transit strategy so that the interdependence of transit service and the road system is appropriately reflected in the analysis.

Tasks under the modelling assignment are as follows:

3.2.1 *The Consultant will use a City-wide Brampton EMME/2 travel demand model.*

3.2.2 *The Road network assessment shall include:*

- ~ All major corridors, arterial roads, and major collectors within the City of Brampton, regardless of jurisdiction;
- ~ Number of lanes required for each key link;
- ~ A determination of service level thresholds based on V/C ratios;
- ~ Requirements for major intersections.

3.2.3 *Address the following key issues:*

- ~ Evaluation of east-west road requirements in the Central Area/Queen Street Corridor, with and without a Clark/Eastern/Wellington connection;

- ~ The implications of substantial delays beyond desired timeframes for the extensions of Provincial Highways;
- ~ Alternative road network improvements with in North west/Bram west context (i.e. both “within Brampton” solution to North-South corridor and a full interchange at 401/407 in Halton)

3.2.4 Several model runs will be needed to define optimum requirements for the five distinct timeframe horizons (i.e. 2031 or mature state, 2026,2021, 2016, 2011 and existing/ 2006). Multiple alternative staging scenarios will be needed for interim horizon years of 2011 and 2021.

As detailed in Section 4 (“Development Charges Calculation”), the Consultant will also recommend the best way to derive accurate road and transit network estimates for the DC time horizons of 2019 and 2029.

3.3 Comprehensive Transit Strategy

Establishing an effective and efficient transit system to provide a competitive alternative to the automobile in the long-term is one of the key strategies to managing traffic growth in Brampton and moderating the severity of congestion in the future. In approaching this objective, the transit strategy component of the TTMP Update shall comprise:

- An assessment of the currently proposed long-term vision and optimum system for Brampton’s transit services in 2031.
- An evaluation of opportunities and constraints;
- Strategic recommendations to achieve the long-range plan, including implementation strategies for the short- and medium-range time horizons, such as:
 - ~ Enhancements to Brampton Transit routing and service delivery;
 - ~ Service level and amenity needs for existing and planned transit terminals;
 - ~ Integration/coordination of Brampton’s transit services with adjacent municipalities and with GO Transit.

The following tasks detail the issues to be addressed in the transit strategy:

3.3.1 The Consultant shall evaluate the current system, by reviewing the following:

- ~ Service profile (e.g., routes, rolling stock, facilities, operating costs, etc.) and operating standards;
- ~ Rider profile

- ~ Market characteristics and trends;
- ~ Performance trends and issues;
- ~ Opportunities and constraints.

3.3.2 Concurrent with the transportation modelling exercise, a strategy for addressing modal split and associated transit requirements will be derived and incorporated in the model, such that the ultimate 2031 road network and the transit system (and associated road priority measures such as HOV, RBL, etc) can provide the capacity to accommodate total projected demand.

3.3.3 Assess the future prospects and potential for ridership growth, and needs for improvement to the transit system.

3.3.4 The Consultant shall evaluate the opportunities and constraints for the integration/coordination of Brampton's transit services with adjacent municipalities and with GO Transit. Recommendations in this regard are to include an implementation schedule consistent with the defined modal split target(s). A list of available background studies is provided in Appendix C.

3.4 TTMP Recommendations/Implementation Plan

3.4.1 Based on the analysis of existing traffic and forecasted demands, the Consultant will identify and evaluate a full range of pragmatic and practicable options to accommodate transportation and development to 2031, and to enhance transit services within and beyond Brampton, and will recommend an optimum long-term road network and transit system. The TTMP Update should determine this most effective option in the context of Brampton's expected year 2031 characteristics and in terms of the maximum realistic modal split for Brampton.

3.4.2 The Consultant will recommend planning and land-use policies, including Transit Priority and Travel Demand and System Management (TDM/TSM) measures, that will support and encourage the promotion of public transit with the goal of maximizing the 2031 modal split.

3.4.3 The Consultant will review and recommend Intelligent Transportation System (ITS) initiatives, particularly in support of public transit.

3.4.4 The Consultant shall assess the current implementation strategy for the transportation/transit recommendations as expressed in the 2004 TTMP and the new 2006 Brampton OP, the current capital

budget forecast and make recommendations to update the strategy based on the results. Such a strategy will include specific targets, objectives and performance measures for proposed system improvements to roads and transit in the context of interim horizon years. Additional details in this regard are as follows:

- ~ Provide a year by year road and transit implementation schedule up to 2021;
- ~ Provide 5-year implementation intervals from 2021-2031;
- ~ Detail road link and major intersection requirements and associated costs;
- ~ Identify timing and costs for: transit corridors (HOV, RBL, etc.), bus procurement, transit storage and repair facilities, and terminal requirements;
- ~ Identify implementation requirements and alternative cost comparisons which will enable the City to utilize these cost figures for DC purposes;
- ~ Identify the key road and transit projects that will have the greatest strategic impact on the City.

4.0 Stage 2: DEVELOPMENT CHARGES CALCULATION

- 4.1 The Consultant shall render professional services to the City to provide the required transportation calculations for the upcoming DC By-Law update/review. The transportation system recommended by the completed TTMP Update Study will form the basis for the required DC work. Any additional modelling required by the DC review program to expand the details of required transportation/transit infrastructure will be specifically identified in the consultant's proposal and tied to the background modelling analysis from the TTMP Update.
- 4.2 The primary task of the DC By-law component of this overall TTMP Update Study is to review and recommend/develop DC methodology, provide the itemized and detailed costing of the transportation and transit infrastructure required by specific years as determined in Stage 1 of the TTMP Update Study.
- 4.3 The format for compiling and tabulating this information will be defined by a separate DC By-law Steering Committee.
- 4.4 The focus of the consultants work will be providing the detailed itemization of projects and infrastructure on an annual basis and associated costs. Historical unit costs for individual items (i.e. asphalt, granular A, etc.) will be provided by the City based on recently updated costing information; however, the consultant will be required to

supplement the City unit costs as appropriate from other costing sources. Costs will be further defined/detailed as growth and non-growth costs in accordance with DC Legislation.

- 4.5 Provide all detailed documentation and support as necessary through the DC by-law approval process and appeals to the by-law should they arise.

5.0 SCHEDULES AND DELIVERABLES

- 5.1 The study will commence immediately after a consultant is selected and is required to be completed by October 31, 2008.

The study schedule will be completed in MS Project format and submitted to the City, with the proposal, and the successful consultant will provide updates to the City on a monthly basis, indicating progress.

As part of this project, the Consultant is expected to provide reports and other items, in hard copy and electronic format, as listed below:

- 5.1.1 **Start-Up Report:** Provide within one month of the study initiation, describing the study purpose and methodology/approach (including analysis criteria and assumptions), including a review of the background studies/past reports, growth scenarios and relevant documents, refining and confirming the study area, modeling strategy and interpretation, data collection & additional needs and work schedules (20 copies).
- 5.1.2 **Interim Report:** will provide assessment and evaluation of current conditions, progress and developments since the 2004 TTMP and identification of challenges and opportunities.
- 5.1.3 **Draft Report: *It will incorporate the broad growth scenarios/assumptions, transportation analysis and assessment, interpretation of transportation modeling results, identification of transportation network improvements and alternatives, DC tables with the itemized and detailed costing of the transportation and transit infrastructure projects on an annual basis and associated costs (20 copies).***
- 5.1.4 **Final Consultation Report:** This report will summarize the results of the public/stakeholder input including how issues/concerns have been addressed (15 copies).
- 5.1.5 **Development Charges Tables/Report:** will provide DC methodology, the itemized and detailed costing of the transportation and transit infrastructure required by specific years. The report will set out the additional infrastructure detail required for DC purposes, including

detailed individual and aggregated infrastructure costs for the transportation/ transit system required to accommodate projected growth to the end of the proposed DC By-law timeframe (20 copies).

5.1.6 Final Study Report with Executive Summary Report: *Expand on the draft report to document the final evaluations and study refinements, provide complete documentation of the assessment of existing conditions, broad growth assumptions, methodology, alternatives tested, evaluation criteria, preferred options, DC calculations and tables conclusions and recommendations (50 copies each) and Electronic PDF/MS Word file of Final Master Plan Update study (4 DVD copies)*

5.1.7 Data Package: *Consists of all documents, data, correspondence, models, software, analysis etc. developed/conducted as part of this project. The data/information should be easily accessible through commonly used software*

Consultants are encouraged to identify any other products or services, not listed above, which would help to achieve the objectives of the TTMP Update study.

5.2 Quality System

The Consultants shall outline the measures that it has in place to ensure the quality of the deliverables and that they will meet the needs of the TTMP Update study and the City of Brampton.

5.2.1 During the course of the Study, the Consultant will prepare brief interim technical summaries/progress reports/presentations as appropriate to facilitate discussion at Steering Committee/Technical Committee meetings.

5.2.2 The Consultant will attend meetings with the Core Technical Committee (6-8 suggested) at key stages during the course of the study. The consultant may be required to attend a few meeting with the Steering Committee (2-3 suggested).

5.2.3 To assist the City Staff in maintaining appropriate contact with Council and the public during the course of the Study, the Consultant should be prepared to make 2-3 interim or final presentations to Council or the public.

6.0 PROJECT ADMINISTRATION

6.1 Project Steering Committee

The overall project management of the TTMP Update will be the responsibility of the City of Brampton PD&D. However, a project Steering Committee has been established to oversee the entire Growth Plan Conformity Exercise. The project steering committee consists of City staff and regional and local area councilors. The project consultants may or may not be required to attend Steering Committee meetings, but should be aware that the Steering Committee will provide direction during the course of the Study.

The role of the Steering Committee will be to:

- ❖ Provide overall project direction and monitor high level impacts across the City
- ❖ Act as liaison with Council
- ❖ Review and comment on project charter, terms of reference, draft and final reports
- ❖ Provide multi-departmental and divisional input from the City
- ❖ Provide direction on public consultation

The Project Steering Committee will meet approximately 4-5 times over the course of the entire Growth Plan Conformity exercise. The purpose of these meetings is to review materials that are to be forwarded to Council and/or presented at the Public and Stakeholder Awareness Strategy events.

6.2 Project Core Technical Committee

A Core Technical Committee identified by the Steering Committee will coordinate and assist the work of the Consultant team on an ongoing basis and provide interim direction between Steering Committee meetings.

A separate Technical Committee will be set up to administer the Stage 2 work on DC By-law Update.

6.3 Technical Agencies Committee

The committee of key, affected public agencies and Ministries will be formed at the outset to ensure early communication on both the goals and the tasks involved in the preparation of the study. The Technical Agencies Committee will be established consisting of but not limited to the following:

- ❖ Steering Committee
- ❖ Core Technical Committee
- ❖ Province of Ontario (MTO, MPIR, MNR, MOE)
- ❖ Regions of Peel, York and Halton
- ❖ Cities of Mississauga & Vaughan

- ❖ Towns of Caledon & Halton Hills
- ❖ 407 ETR
- ❖ Railway Authorities
- ❖ GO Transit
- ❖ Conservation Authorities (CVC, TRCA)

6.4 Public Consultation and Communications

Public consultation is key to the success of this study. The Consultant will be expected to lead and to provide support and technical services such as: facilitating public forums, review mailing lists and advertisements and respond to enquiries. The consultant will be responsible for preparing agendas recording and circulating minutes, preparing display materials and providing professional staff to assist at public forums, drafting responses to public comments /concerns, and preparing technical summaries,.

Citizens will have the opportunity to learn about and provide input at least three points in the study process. These points of public contact may take the following forms:

- ❖ Advertisement to announce initiation of the TTMP Update and to invite the public to participate
- ❖ Public Information Centre #1 to present transportation issues and deficiencies, study methodology, initial list of alternatives, evaluation methodology and consultation process
- ❖ Public Information Centre #2 to present how public comments have been addressed, the evaluation of alternatives and the preliminary recommendations.

The Consultant is advised that a separate but related component of the Growth Plan Conformity exercise is the preparation of a Public Awareness and Education Strategy. The TTMP Consultant is expected to work with the team preparing the Public and Stakeholder Awareness and Education Strategy to involve the general public on the purpose, objectives and findings of the TTMP Update. The consultants are required to prepare visual materials and handout information for each open house session.

A study website will be available to disseminate information and provide opportunity for public input. All display boards must be produced and made available in PDF format on the project website at least one week in advance of each Public Information Centre (PIC).

Citizens will have the opportunity to learn about and provide input at least three points in the study process. These points of public contact may take the following forms:

- a) Advertisement at the outset of the study to announce the initiation and to invite the public to participate.

- b) Public Information Centre #1 to present transportation issues and deficiencies, study methodology, initial list of alternatives, evaluation methodology and consultation process.
- c) Public Information Centre #2 to present how public comments have been addressed, the evaluation of alternatives and the preliminary recommendations.

6.5 Additional Meetings

As a part of these Terms of Reference, Consultant may be required to attend additional meetings to provide for more detailed consultation during the study with stakeholders, special interest groups or directly affected agencies. In addition to the other meetings, the Consultant should include at least 3 such meetings into their budget for this study.

7.0 CONSULTANT BUDGET

The Consultant shall prepare and submit a proposal, in consideration of the foregoing TTMP Update Study terms of reference, a proposal submission based on what would be undertaken within a budget of \$ 225,000.00.

The Consultant may outline additional work which in their opinion is required to complete the study. The cost and full details of any suggested optional study components should be provided separately.

The Northwest Brampton component (to determine the potential role and function of the North-South Corridor/Bramwest parkway and to explore strategies to narrow down the corridor protection area) should be budgeted separately from the total budget.

Further, the consultant should prepare the budget separately for the two (2) stages in addition to making provision for 4 conditional additional meetings or working sessions with staff to review materials as part of the Public and Stakeholder Awareness Strategy.

The proposal to complete the Sustainable Transportation and Transit Master Plan will include the following:

- The identification and description of key study issues proposed to be addressed by the consultants;
- A description of the study approach and methodology;
- Information on the general qualifications of the firm/s and of each team member to be assigned to the project and tasks;
- Descriptions of similar studies completed by the firm/s in the recent past;

- A detailed work program and cost breakdown, including the per diem rate and time allocation for each team member;
- A detailed list of consultant deliverables; and,
- The cost and full details of any suggested optional study components.

8.0 PROJECT SCHEDULE

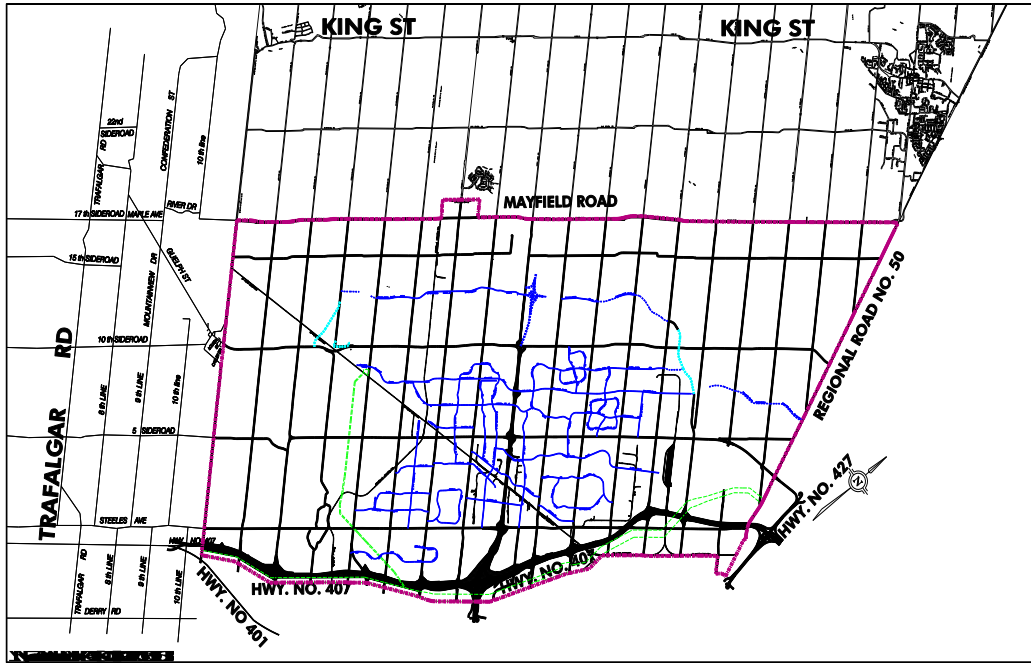
It is expected that the consultant's participation in the project will be complete by November 2008. The consultant shall note the following approximate dates of major milestones:

Date	Milestone
Tuesday April 8 th , 2008	RFP released to Consultants
Monday April 14 th , 2008	End of Question Period
2:00 p.m. Local Time: Friday April 25th, 2008	Proposal Closing Date
Monday April 28 th – Wednesday April 30 th 2008	Evaluation
Monday May 5 th , 2008 (tentative)	Project Award
Thursday May 8 th , 2008	Kick off Meeting

The City of Brampton reserves the right to revise the dates in this Proposal or to cancel this Proposal without penalty or cost to the City of Brampton.

The City reserves the right to modify specified target dates and to reject any or all submissions or to cancel or withdraw the RFP for any reason without incurring any cost or liability for costs and damages incurred by any vendor, including, without limitations, any expenses incurred in the preparation of the submission.

APPENDIX A



APPENDIX B

Relevant Transportation Studies

- York-Peel Boundary Area Transportation Study;
- Transportation and Transit Master Plan, 2004
- City of Brampton Official Plan, 2006
- Region of Peel Official Plan
- Acceleride Implementation Plan
- MoveOntario 2020 Plan
- Metrolinx Regional Transportation documents
- Halton-Peel Boundary Area Transportation Study (HPBATS)
- Peel-Highway 427 Transportation Master Plan Study
- Highway 50/427 Extension Area Arterial Road Network Study
- West-Central Peel Transportation Study;
- Northwest Brampton Transportation Infrastructure Study;
- Brampton Short-Term Road Improvement Priorities Study;
- Bram West Secondary Plan Transportation Study;
- Credit Valley Secondary Plan Transportation Study;
- Fletcher's Meadow Secondary Plan Transportation Study;
- Springdale Secondary Plan Transportation Study;
- Eastgate & Vales of Castlemore Secondary Plan Areas Transportation Study;
- Caledon Area Transportation Study
- Other relevant transportation studies that may be identified by the Steering Committee

APPENDIX C

Relevant Transit Studies

- ~ GO Transit 10-year capital plan.
 - ~ Mississauga Transit Strategic Plan
 - ~ York Region Transit Five-Year Service Plan
 - ~ York Region Rapid Transit Initiative
 - ~ GTSB short-term and long-term transit plan (Removing Roadblocks Report)
 - ~ 403/407 Rapid Transit Initiative
 - ~ Brampton, Mississauga & Peel Region HOV Plan(s)
 - ~ The potential BRT and RBL connection on 410 between Bovaird and Mississauga Busway
 - ~ Other relevant transit studies that may be identified by the Steering Committee
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