Minutes – Executive Policy Committee – October 19, 2005

REPORTS

Minute No. 609 Rapid Transit Task Force – Final Report
File TT-5.1

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee recommends to Council:

1. That the Rapid Transit Task Force – Made in Winnipeg Rapid Transit Solution – Final Report dated September 2005, be received as information.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

And Further, the Executive Policy Committee requested the Administration to review the Report of the Rapid Transit Task Force and report back to Executive Policy Committee within ninety (90) days on analysis of options and advice with respect to:

- Implementation of the Report recommendations;
- A priority list of short term improvements that can be undertaken in 2006-2007;
- Timelines for potential implementation;
- Costs of options being recommended;
- Funding options for potential project costs.

DECISION MAKING HISTORY:

Moved by Councillor Eadie,

WHEREAS in September of 2004 City Council agreed to the creation of the Rapid Transit Task Force to develop a made-in-Winnipeg approach to rapid transit;

AND WHEREAS the Rapid Transit Task Force has completed a final report for the consideration of City Council;

AND WHEREAS this final report lays out a series of suggestions that include a mix of street level improvements as well as the construction of dedicated busways;

THEREFORE BE IT RESOLVED that City Council receive as information the Rapid Transit Task Force – Made in Winnipeg Rapid Transit Solution – Final Report, September 2005.

Carried

Moved by Councillor Eadie,

That the Administration be requested to review the Report of the Rapid Transit Task Force and report back to Executive Policy Committee within ninety (90) days on analysis of options and advice with respect to:

- Implementation of the Report recommendations;
- A priority list of short term improvements that can be undertaken in 2006-2007;
- Timelines for potential implementation;
- Costs of options being recommended;
- Funding options for potential project costs.

Carried

Councillor Gerbasi, Fort Rouge-East Fort Garry Ward, submitted a communication in support of the Rapid Transit Task Force – Final Report.

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

On June 29, 2005, granted the Rapid Transit Task Force an extension of time of 90 days to report back to the Executive Policy Committee.

On November 17, 2004, the Executive Policy Committee referred the following recommendation of the Civic Environmental Committee to the Administration for review and report back, namely:

1. The scope of review for the Rapid Transit Task Force include the potential use / preservation of abandoned rail corridors in Winnipeg.

CIVIC ENVIRONMENTAL COMMITTEE RECOMMENDATION:

On November 8, 2004, the Civic Environmental Committee was advised of the upcoming Plan Winnipeg Public Hearing to consider the proposed amendment to Plan Winnipeg by deleting lands known as the "Oak Point Transit Corridor", and that there are several rail corridors in Winnipeg that have the potential either now or at some future date to be integrated into a comprehensive rapid transit system. The Civic Environmental Committee passed the following resolution:

> WHEREAS Council has endorsed the establishment of a Rapid Transit Task Force that is to report to EPC by no later than June 2005 on various rapid transit options for Winnipeg;
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> AND WHEREAS there are several rail corridors in Winnipeg that have the potential either now or at some future date to be integrated into a comprehensive rapid transit system;
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> AND WHEREAS the Canada Transport Act Review of potential uses of abandoned rail corridors has identified these lands "as unique urban resources with the potential to significantly improve urban transportation networks" and that "it would be short-sighted to allow them to be abandoned for public use without extensive review and discussion on a corridor-by-corridor basis";
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> AND WHEREAS the Prime Minister's Caucus Task Force on Urban Issues has recommended that special emphasis should be placed to "ensure that unused rail rights-of-way and corridors are preserved and made available at net salvage value or at no cost for future transit or be developed into recreational trails";
> AND WHEREAS the federal government in the U.S. has used gasoline tax revenue to financially support the preservation of more than 1200 abandoned rail corridors for use as transit right-of ways and recreational trails;

DECISION MAKING HISTORY (continued):

CIVIC ENVIRONMENTAL COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the Government of Canada has made a commitment to transfer a portion of federal gasoline tax revenues to Canadian cities and that a portion of these revenues will likely be dedicated to transit;

AND WHEREAS rapid transit has the potential to mitigate increased congestion and greenhouse gas emissions due to significant increases in traffic on the regional street system from proposed new developments in Winnipeg such as the redevelopment of the Kapyong Barracks and the proposed Waverley West development;

AND WHEREAS the City has made a commitment through Plan Winnipeg Policies 3A-03 and 3A-04 to integrate land use, urban design and transportation planning to protect traffic flows from significant increases in volume as a result of new development;

THEREFORE BE IT RESOLVED THAT:

1. The scope of review for the Rapid Transit Task Force include the potential use / preservation of abandoned rail corridors in Winnipeg.
2. No action be taken until the Rapid Transit Task Force review is complete so that the use of corridors in the long term is not compromised.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 24, 2004, Council endorsed the establishment of a Rapid Transit Task Force, consisting of members of Council to be appointed by the Mayor, to report to the Executive Policy Committee by no later than June 2005 on various rapid transit options for Winnipeg, with analysis of relative costs and benefits, to consult with the public and to develop and recommend a long-term funding plan to support the full implementation of a rapid transit system which plan should include strategies for obtaining combined financial contributions from other governments and/or private partners of no less than 67% of the total system cost over a period of years.

On September 24, 2004, Council also directed that the Executive Policy Committee forward the Task Force Report and its own recommendations to Council for final approval.