Minute No. 766
Report – Executive Policy Committee – September 21, 2006

Item No. 1 **Rapid Transit Task Force Final Report, Section 7 – Implementation Plan**
File TT-8

COUNCIL DECISION:

Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the information matrix, as described in the report dated September 8, 2006 from the Director of Transit, be approved in principle for implementation of the Section 7 (Rapid Transit Policy Recommendations) of the Rapid Transit Task Force Report.

2. That commencing in 2007 the Economic Development Investment Reserve be funded in the amount of $160,000.00 annually for the purpose of funding comprehensive, multi-modal origin-destination surveys of urban travel every five (5) years, and that this be referred to the 2007 Operating Budget process.

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

Report – Executive Policy Committee – September 21, 2006

DECISION MAKING HISTORY:

Moved by His Worship Mayor Katz,
That the recommendation of the Executive Policy Committee be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2006, the Executive Policy Committee concurred in the administrative recommendation and submitted the matter to the Council.

Further, on September 21, 2006, the Executive Policy Committee received from Gordon Linney a communication dated September 21, 2006 outlining observations on the Rapid Transit Task Force Report.

COUNCIL:

On June 28, 2006, Council amended the recommendation of the Executive Policy Committee and adopted the following:

1. That the policy recommendations contained in the report dated May 25, 2006 from the Director of Transit, be referred back to the Administration to develop an implementation plan (information matrix) and to report back to Council in 60 days.

On February 22, 2006, Council referred Section 7 of the Rapid Transit Task Force Report dated September 2005 to the Executive Policy Committee for report back to Council by June 28, 2006.

REPORT

RE:	**Implementation of Section 7 (Rapid Transit Policy Recommendations) of the Rapid Transit Task Force Report**
FOR SUBMISSION TO:	**Executive Policy Committee**
ORIGINAL REPORT SIGNED BY:	**Dave Wardrop, Director of Transit**
REPORT DATE:	**September 8, 2006**

RECOMMENDATIONS:

1. **That the information matrix, as shown in Table 1 on pages 9 - 13 of this report, be approved in principle for implementation of the Section 7 (Rapid Transit Policy Recommendations) of the Rapid Transit Task Force Report.**
2. **That commencing in 2007 the Economic Development Investment Reserve be funded in the amount of $160,000 annually for the purpose of funding comprehensive, multi-modal origin-destination surveys of urban travel every 5 years, and that this be referred to the 2007 Operating Budget process.**

Report Summary

Key Issues:

1. On October 19th, 2005, Executive Policy Committee received the final report of the Rapid Transit Task Force and recommended to Council that the Administration review the report of the Rapid Transit Task Force and report back to Executive Policy Committee on an implementation plan.

2. On February 22nd, 2006, Council adopted the recommendations contained in the administrative report entitled *"Rapid Transit Task Force Recommendations – Implementation Plan of Transit Improvements"* and directed that Section 7 (Rapid Transit Policy Recommendations) of the Rapid Transit Task Force be referred to Executive Policy Committee for report back to Council by June 28th, 2006.

3. The report of the Rapid Transit Task Force included two sections of recommendations:

   - A very detailed set of recommendations was included in ***Section 6: Rapid Transit System Recommendations***. In brief, these system recommendations included the implementation of an integrated set of transit improvements (new vehicles, stop and station upgrades, intelligent transportation systems (ITS) technology, transit priority measures, and park and ride) in designated Quality Corridors. These recommendations were based on an extensive review of options outlined in earlier parts of the Rapid

Transit Task Force Report. Subsequent to adoption of the Task Force report by Council, an implementation plan for the recommended improvements was prepared by the Administration. Council approved this implementation plan on February 22nd, 2006, and the Transit Department has since initiated work on the transit improvements.

- Compared to the system recommendations, a more general set of recommendations was included in ***Section 7: Rapid Transit Policy Recommendations***. The administrative report dated May 25th, 2006 provided background information for issues raised by the Task Force's policy recommendations for consideration by elected officials.

4. At its meeting on June 28th, 2006, City Council directed that the Rapid Transit Task Force policy recommendations contained in the report dated May 25th, 2006 from the Director of Transit be referred back to the Administration to develop an implementation plan (information matrix) and to report back to Council in 60 days.

5. While some of the Task Force's policy recommendations are actionable by the Administration, others involve matters of policy, funding, and inter-governmental affairs. Authority for these latter types of matters lies with City Council.

6. To outline a plan for the initiation and/or implementation of the Task Force's policy recommendations, the attached Table 1 provides a summary, or information matrix, of the matters contained in the administrative report of May 25th, 2006.

Implications of the Recommendation:

General Implications

(X) None

( ) For the organization overall and/or for other departments

( ) For the community and/or organizations external to the City

( ) Involves a multi-year contract

Policy Implications

( ) No

(X) Yes

Comment:
While some of the Task Force's policy recommendations are actionable by the Administration, others involve matters of policy, funding, and inter-governmental affairs. Authority for these latter types of matters lies with City Council.

Regulatory Implications

(X) None

( ) Eliminates or reduces regulatory impact

( ) Proposes regulatory impact

Environmental Implications

(X) No

( ) Yes

Human Resources Implications

(X) No

( ) Yes

Financial Implications

( ) Within approved current and/or capital budget

(X) Current and/or capital budget adjustment required

Comment:
The implementation of comprehensive, multi-modal origin-destination surveys of urban travel every 5 years to support the ongoing development of an integrated land use and transportation plan in Plan Winnipeg would require the establishment of a reserve to be funded via additional annual operating budget expenditures of $160,000.

Report

REASON FOR THE REPORT:

At its meeting on June 28th, 2006, City Council directed that the Rapid Transit Task Force policy recommendations contained in the report dated May 25th, 2006 from the Director of Transit be referred back to the Administration to develop an implementation plan (information matrix) and to report back to Council in 60 days.

HISTORY:

On September 29th, 2004, Council adopted a recommendation of Executive Policy Committee to reallocate $43 million of the Canadian Strategic Infrastructure Fund agreement from the Bus Rapid Transit project to community recreation and leisure facility projects, to allocate $7.5 million of the BRT funding to transit modernization initiatives, to pursue funding for transit modernization from other sources (including the Green Municipal Funds Program), and to establish a Rapid Transit Task Force to recommend a long-term rapid transit plan for the City.

In October 2004, the Mayor appointed the Rapid Transit Task Force, with Councillor Wyatt as Chair and Councillors Pagtakhan and Gerbasi as members. In addition, a six-person Advisory Council of citizens was appointed to support the Rapid Transit Task Force in its work.

The Rapid Transit Task Force officially commenced its work on December 15th, 2004 with approval of its work plan by EPC Secretariat and Council approval of its project budget. The Task Force was to submit its report to Executive Policy Committee by June 30th, 2005. In July 2005, Council granted a 90-day extension to this deadline. The Task Force completed its final report in September 2005.

On October 19th, 2005, Executive Policy Committee received the final report of the Rapid Transit Task Force and recommended 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.

3. That the Administration review the report of the Rapid Transit Task Force and report back to Executive Policy Committee on analysis of options and advice with respect to:
    - Implementation of the Report's 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

On October 26th, 2005, Council adopted the October 19th, 2005 recommendations of Executive Policy Committee with respect to the final report of the Rapid Transit Task Force.

On February 8th, 2006, Executive Policy Committee concurred in the recommendations contained in the administrative report entitled *"Rapid Transit Task Force Recommendations – Implementation Plan of Transit Improvements"* and recommended adoption of same by Council.

On February 22nd, 2006, Council adopted the recommendations contained in the administrative report and directed that Section 7 (Rapid Transit Policy Recommendations) of the Rapid Transit Task Force be referred to Executive Policy Committee for report back to Council by June 28th, 2006.

On March 1st, 2006, Executive Policy Committee referred Section 7 of the Rapid Transit Task Force Report dated September 2005 to the Administration for report back in ninety (90) days.

On June 21st, 2006, Executive Policy Committee recommended to Council that the Rapid Transit Task Force policy recommendations contained in the report dated May 25th, 2006 from the Director of Transit be referred back to the Administration to develop an implementation plan (information matrix), and submitted the matter to Council.

On June 28th, 2006, City Council directed that the Rapid Transit Task Force policy recommendations contained in the report dated May 25th, 2006 from the Director of Transit be referred back to the Administration to develop an implementation plan (information matrix) and to report back to Council in 60 days.

DISCUSSION:

The report of the Rapid Transit Task Force included two sections of recommendations:

1. A very detailed set of recommendations was included in ***Section 6: Rapid Transit System Recommendations***. In brief, these system recommendations included the implementation of an integrated set of transit improvements (new vehicles, stop and station upgrades, intelligent transportation systems (ITS) technology, transit priority measures, and park and ride) in designated Quality Corridors. These recommendations were based on an extensive review of options outlined in earlier parts of the Rapid Transit Task Force Report. Subsequent to adoption of the Task Force report by Council, an implementation plan for the recommended improvements was prepared by the Administration. Council approved this implementation plan on February 22nd, 2006, and the Transit Department has since initiated work on the transit improvements.

2. Compared to the system recommendations, a more general set of recommendations was included in ***Section 7: Rapid Transit Policy Recommendations***. The administrative report dated May 25th, 2006 provided background information for issues raised by the Task Force's policy recommendations for consideration by elected officials.

The rapid transit policy recommendations were grouped into five parts: *Access, Customer Service, Economic Development, Governance,* and *Guiding Future Development*.

While some of the Task Force's policy recommendations are actionable by the Administration, others involve matters of policy, funding, and inter-governmental affairs. Authority for these latter types of matters lies with City Council.

To outline a plan for the initiation and/or implementation of the Task Force's policy recommendations, the attached Table 1 provides a summary, or information matrix, of the matters contained in the administrative report of May 25th, 2006.

Financial Impact Statement

Date: September 8, 2006

Project Name: RTTF Section 7 Recommendations

First Year of Program **2007**

	2007	2008	2009	2010	2011
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 160,000	$ 160,000	$ 160,000	$ 160,000	$ 960,000
Less: Incremental Revenue/Recovery					800,000
Net Cost/(Benefit)	$ 160,000	$ 160,000	$ 160,000	$ 160,000	$ 160,000
Less: Existing Budget Amounts					
Net Budget Adjustment Required	$ 160,000	$ 160,000	$ 160,000	$ 160,000	$ 160,000

Additional Comments:

The implementation of comprehensive, multi-modal origin-destination surveys of urban travel every 5 years to support the ongoing development of an integrated land use and transportation plan in Plan Winnipeg would require the establishment of a reserve to be funded via additional annual operating budget expenditures of $160,000.

Original Signed by Paul D. Clafson

Manager of Finance & Administration

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By:

Planning, Property, and Development Department
Public Works
Corporate Finance

External Consultation With:
N/A

THIS REPORT SUBMITTED BY:

Department	Transit
Division	Planning and Schedules
Prepared by:	Bill Menzies, Manager of Planning and Schedules
File No.	0652-00

TABLE 1: Implementation Responsibilities for Rapid Transit Task Force's Section 7 Policy Recommendations

Category	#	Task Force Recommendation	Action Required	Additional Resources Required	Implementation Timeframe	Comments
Access	1A	The proposed Rapid Transit System follow principles of Universal Design.	None	None	Will be integrated in the design, construction, and operation of future Rapid Transit facilities and services.	As outlined by Council policy, all transit improvement projects will incorporate the principles of Universal Design.
	1B	The proposed Rapid Transit System be designed and marketed to encourage use by existing Handi-Transit users.	None	None	Will be integrated in the design, construction, and operation of future Rapid Transit facilities and services.	Future Rapid Transit services will include fully-accessible low-floor vehicles, stations that incorporate the principles of Universal Design, convenient transferring facilities, and high quality user information.
Customer Service	2A	A public education campaign be developed on the redesigned Diamond Lanes.	None	None	In conjunction with the implementation of new Diamond Lanes in the Quality Corridors in 2007, 2008, and 2009.	Will include public consultation with affected stakeholders during design and comprehensive public information during implementation.
	2B	Origin/Destination Studies to be completed every three to five years to ensure Transit is meeting customer needs.	Budget Submission and Approval by Council	$160,000 p.a.	2007 Budget Review Process	Proposals to be developed by the Administration for consideration by Council during annual budget cycle. As multi-modal transportation data is required for periodic updates to Plan Winnipeg, the lead department would be Planning, Property and Development.
	2C	Transit build on the existing DART service and pilot a shuttle bus project to provide enhanced feeder service to the Rapid Transit System.	None	None	Will be integrated in the design, construction, and operation of future Rapid Transit facilities and services.	Features of DART service, such as on-demand routing or at-home pick-up, will be considered in the design of any feeder services that connect with line-haul rapid transit routes.

Category	#	Task Force Recommendation	Action Required	Additional Resources Required	Implementation Timeframe	Comments
Economic Development	3A	Partnerships with business in station construction, operation, and retail services should be explored.	None	None	Will be integrated in the design, construction, and operation of future Rapid Transit stations and services.	During system design, opportunities for joint development for multi-purpose facilities at rapid transit stations will be investigated with the private sector.
	3B	The establishment of Memorandums of Understanding with the bus manufacturing industry on research and development should be considered.	None	None	Continue existing practice.	The Transit Department currently engages with transit bus and equipment suppliers to support the development of product and service improvements. This informal arrangement has proved to be a successful working arrangement for all parties and should continue as such.
Governance	4A	The Alternative Service Delivery Committee investigate the creation of a Winnipeg Transportation Authority to oversee both the road and transit systems. As part of the Winnipeg Transportation Authority, a Transit Land Development component should be considered.	Consideration be given to funding an investigation into options for Transit operational independence.	$250,000	An investigation into options for increased Transit operational independence should occur once policy surrounding Rapid transit improvements has been established.	Review of alternative governance and administrative structures has taken place in the past with the Strategic Infrastructure Reinvestment Policy and the Transportation and Land Use Planning Integration Initiative. The recommendations of these initiatives have led to better interdepartmental coordination with respect to Transportation and Land Use Planning. Further investigation into options for Transit operational independence, including Utility and Authority structures, could be undertaken by Administration. The estimated cost of this investigation is $250,000.

Category	#	Task Force Recommendation	Action Required	Additional Resources Required	Implementation Timeframe	Comments
Governance	4B	The City champion "Yield to Bus" legislation.	None	None	Continue existing practice.	A voluntary program of "Yield to Bus" has been in place in Winnipeg for several years. This voluntary program has worked reasonably well and will be supplemented with Transit Signal Priority measures as part of the program of transit improvements approved by Council.
	4C	The benefit for large EcoPass employers be increased.	None	None	Continue existing practice.	While most employers participating in the program to date have opted for an arrangement that provides employees with a 30% discount, others have designed their programs to provide 50% or 100% discounts to their employees. The current program is very flexible to meet the specific needs of each workplace.
	4D	(i) City Council negotiate with the Province to restore the historical 50% share subsidy of Transit and a higher proportion of Handi-Transit funding (ii) and dedicate a portion of the Provincial Gas Tax to Transit improvements.	Inter-governmental discussions	None None	(i) Ongoing. (ii) Pending Council Direction.	The urgency surrounding this matter continues to increase as the growth in Handi-Transit usage continues at a rate of 5 – 6% per year.
	4E	City Council lobby the Federal government for legislation to provide municipalities with first right of refusal on railway lands that are to be offered for sale.	Inter-governmental discussions	None	Ongoing.	Proposed legislation on this matter is presently being tracked by the Planning, Property and Development Department.

	4F	City Council lobby for transit incentive programs, such as the EcoPass program, to be eligible for a tax deduction.	None	None	Continue existing practice.	The 2006 Federal Budget included provision for a Tax Credit for Public Transit. Effective July 1st, 2006, Canadians who purchase monthly transit passes will be able to claim a 15.5% credit in their income tax returns.
Category	**#**	**Task Force Recommendation**	**Action Required**	**Additional Resources Required**	**Implementation Timeframe**	**Comments**
Guiding Future Development	5A	City Council be open to shared transit service agreements with outside municipalities if it is shown to be cost neutral to the City of Winnipeg.	None	None	Continue existing practice.	City Council's approval of the *Intermunicipal Service Sharing Initiative* on December 12th, 2005 to identify potential shared service opportunities in the Capital Region through an expression of interest process is consistent with this policy recommendation.
	5B	Options for improving transit service to important destinations, such as the Airport, should be considered.	None	None	Continue existing practice.	Service levels throughout the transit network are determined by the relative demand for transit and are provided within resources approved by Council. With respect to the Airport, discussions are ongoing with the Winnipeg Airports Authority about providing new types of service in anticipation of the opening of the new Airport terminal building.
	5C	City Council consider land-use charges for new developments that would be dedicated to transit system improvements.	None	None		For possible consideration by City Council.
	5D	City Council should adopt a formal policy to acquire rail rights-of-way for future rapid transit and active transportation purposes as outlined in this report and Plan Winnipeg Policy Plate B.	None	None	Continue existing practice.	For rights-of-way identified in Plan Winnipeg as being required for future rapid transit and active transportation purposes, the City currently negotiates with the railways to purchase or lease the required lands.

	5E	Design and construction of the BRT system should consider conversion to LRT in the future.	None	None	Will be included in the design and construction of future Rapid Transit infrastructure.	The designs for the busway running ways, bridges, and underpasses are planned to accommodate the weights, utilities, and turning radii required for LRT should a future decision be made to convert to an LRT system.
Category	**#**	**Task Force Recommendation**	**Action Required**	**Additional Resources Required**	**Implementation Timeframe**	**Comments**
Guiding Future Development	5F	City Council should maintain Transit Works outlined in Plan Winnipeg Policy Plate B for future long-term development. The recommendations made in this report are complementary to the existing Plan Winnipeg. Council should be urged to adopt this report's recommendations into the next review of Plan Winnipeg.	RTTF Report recommendations to be considered during the next review of Plan Winnipeg	None	In conjunction with the Plan Winnipeg Review process.	A review of Plan Winnipeg is required by the City of Winnipeg Charter to commence in 2006. During this review process, the RTTF recommendations will be considered in the development of the transportation plan. The administrative lead will be the Planning, Property and Development department.