Minutes – Executive Policy Committee – July 4, 2018

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 26, 2018

Item No. 1 Consolidation of Transit Planning Studies

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and submitted the following to Council:

1. That the Rapid Transit Master Plan and Transit Strategic Service Plan be combined into a single plan called the Winnipeg Transit Master Plan.

2. That the Winnipeg Transit Master Plan be the means through which Transit addresses requests from Council for Transit to:

    A. Develop "a long term strategic plan in 2018, to include but not be limited to, appropriate financial projections, service goals, performance metrics, and related benchmarking data, as well as a capital investment plan and financing strategy for this plan, and report back to Council" (from Item M in Minute 52 from the December 12, 2017 Council meeting); and

    B. "as part of the Transit Strategic Service Plan, Winnipeg Transit consider a proposed network of bus routes to provide frequent service that is integrated with Rapid Transit planning" (Item no. 6 in Minute 531 from the July 19, 2017 Council meeting).

3. That the timelines for reporting back on the two approved Council motions noted in this report be replaced with the requirement to report back after each of the following milestones:

    A. Draft Transit Service & Infrastructure Plan: 2019-04-30

    B. Final Transit Service & Infrastructure Plan: 2019-08-30

    C. Draft Rapid Transit Master Plan: 2019-08-30

    D. Final Rapid Transit Master Plan: 2020-01-31

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 26, 2018

Item No. 1 Consolidation of Transit Planning Studies

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

4. That the Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 60 days with options and recommendations on a new low income bus pass program for consideration in the 2019 Budget.

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

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 26, 2018

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

In amendment,

Moved by Councillor Gilroy,

WHEREAS access to affordable transportation for low income individuals and families creates benefits for society as a whole;

AND WHEREAS Members of Council and the Mayor are working toward reducing poverty in Winnipeg;

AND WHEREAS most major cities in Canada have implemented low income bus pass programs in one form or another;

AND WHEREAS on December 12, 2017, as part of the 2018 Operating Budget, Council requested the Public Service to explore reduced fares for low income riders as part of a larger strategic plan for transit to be completed in 2018;

AND WHEREAS a current report by the Public Service recommends that the strategic review of transit be included as part of the Transit Service and Infrastructure Plan, which is to be finalized by August 2019;

AND WHEREAS Council has an opportunity to accelerate work on implementing a low income bus pass program in 2018 so that it may be considered in the 2019 Budget;

THEREFORE BE IT RESOLVED that Item 1 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated June 26, 2018 be amended as follows:

- Amend Recommendation 2. A. by deleting the words “reduced fare for low-income riders”

- Add the following new Recommendation 4. and renumber the remaining recommendation accordingly:

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 26, 2018

DECISION MAKING HISTORY (continued):

> "4. That the Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 60 days with options and recommendations on a new low income bus pass program for consideration in the 2019 Budget."

The motion moved by Councillor Gilroy was put and declared carried.

The motion for the adoption of the item, as amended, was put and declared carried.

STANDING COMMITTEE RECOMMENDATION:

On June 26, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

On May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works laid over the matter to its meeting on June 26, 2018 so that the Transit Department could meet with members of the Standing Policy Committee and the Transit Advisory Committee to review the draft RFP.

ADMINISTRATIVE REPORT

Title: Consolidation of Transit Planning Studies

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Radstrom	G. Ewankiw	N/A	D. McNeil

EXECUTIVE SUMMARY

Winnipeg Transit has been planning to carry out a Strategic Service Plan in 2018-2019 in order to lay out its intended strategy for service, growth, and infrastructure for the next 25 years.

As part of the approved 2017 Capital Budget, Winnipeg Transit will be undertaking the development of a Rapid Transit Master Plan in 2018-2019.

There is substantial overlap between the planning, analysis, and public engagement work required to create a Rapid Transit Master Plan, and the work required to create a Strategic Service Plan. Significant efficiency and a more thorough end-result can be achieved.

The Public Service intends to combine these two studies, including two additional Council requests, to develop a long-term strategic plan and to consider a frequent service network that is integrated with Rapid Transit planning, into a single plan called the Winnipeg Transit Master Plan, with two primary deliverables:

1. Transit Service and Infrastructure Plan
2. Rapid Transit Master Plan

RECOMMENDATIONS

1. That the Rapid Transit Master Plan and Transit Strategic Service Plan be combined into a single plan called the Winnipeg Transit Master Plan.

2. That the Winnipeg Transit Master Plan be the means through which Transit addresses requests from Council for Transit to:

    A. Develop “a long term strategic plan in 2018, to include but not be limited to, reduced fares for low-income riders, appropriate financial projections, service goals, performance metrics, and related benchmarking data, as well as a capital

investment plan and financing strategy for this plan, and report back to Council" (from Item M in Minute 52 from the December 12, 2017 Council meeting); and

B. "as part of the Transit Strategic Service Plan, Winnipeg Transit consider a proposed network of bus routes to provide frequent service that is integrated with Rapid Transit planning" (Item no. 6 in Minute 531 from the July 19, 2017 Council meeting).

3. That the timelines for reporting back on the two approved Council motions noted in this report be replaced with the requirement to report back after each of the following milestones:
   i. Draft Transit Service & Infrastructure Plan: 2019-04-30
   ii. Final Transit Service & Infrastructure Plan: 2019-08-30
   iii. Draft Rapid Transit Master Plan: 2019-08-30
   iv. Final Rapid Transit Master Plan: 2020-01-31

4. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

The Public Service is requesting approval from Council to consolidate the Transit Strategic Service Plan and the Rapid Transit Master Plan, including the additional Council requests to develop a long-term strategic plan and to consider a frequent service network that is integrated with Rapid Transit planning.

IMPLICATIONS OF THE RECOMMENDATIONS

Funding for the Transit Strategic Service Plan was approved from the 2018 capital budget for the Innovative Transit Program. Funding for the Rapid Transit Master Plan was approved from the 2017 capital budget for the Rapid Transit Master Plan, which includes funding from the federal Public Transit Infrastructure Fund (PTIF).

The combined Winnipeg Transit Master Plan can be carried out within the Transit Department's approved capital budgets.

As this project is funded under the federal PTIF program, all work must be completed and all invoices must be paid by no later than March 31, 2020.

HISTORY/DISCUSSION

On September 27, 2017, Council approved funding for the Rapid Transit Master Plan and Prioritization Study, funded by the 2017 Capital Budget and the Federal Public Transit Infrastructure Fund (see Minute 576, Item no. 14 - Additional Infrastructure Projects for 2016 Federal Funding Programs).

On December 12, 2017, Council approved the 2018 Capital Budget which included the Innovative Transit Program that is intended in part "to implement innovative practices throughout the department to improve efficiency". Transit intended to fund a Strategic Service Plan through this program.
In addition, Council approved two motions, passed in 2017, related to Transit's Strategic Service Plan:

1. From Item M in Minute no. 52 at the December 12, 2017 Council meeting: "That Council, in light of a new funding reality and service environment, request the Winnipeg Transit Department to develop a long term strategic plan in 2018, to include but not be limited to, reduced fares for low-income riders, appropriate financial projections, service goals, performance metrics, and related benchmarking data, as well as a capital investment plan and financing strategy for this plan, and report back to Council";

2. From Item no. 6 in Minute 531 at the July 19, 2017 Council meeting: "as part of the Transit Strategic Service Plan, Winnipeg Transit consider a proposed network of bus routes to provide frequent service that is integrated with Rapid Transit planning".

As the scope of work was developed for these two plans, it became apparent that the planning, analysis, and public engagement work required to create the Rapid Transit Master Plan was nearly identical to the work required to create the Transit Strategic Service Plan.

Consequently, the Public Service is requesting that the two plans be combined into a single Winnipeg Transit Master Plan, with two primary deliverables:

1. Transit Service & Infrastructure Plan;
2. Rapid Transit Master Plan.

Combining into a single plan will allow the Transit Department to be more thorough and in-depth than would be possible with separate plans.

Additionally, by combining the Strategic Service Plan with the Rapid Transit Master Plan, the Public Service intends to address the requirements of the two approved Council motions through the Winnipeg Transit Master Plan.

No additional funding or resources are required for this consolidation.

The preliminary milestones for the Winnipeg Transit Master Plan are as follows:

- Draft Transit Service & Infrastructure Plan: April 30, 2019
- Final Transit Service & Infrastructure Plan: August 30, 2019
- Draft Rapid Transit Master Plan: August 30, 2019
- Final Rapid Transit Master Plan: January 31, 2020

As this project is funded under the federal PTIF program, all work must be completed and all invoices must be paid by no later than March 31, 2020.

FINANCIAL IMPACT

Financial Impact Statement **Date:** May 3, 2018

Project Name:

Consolidation of Transit Planning Studies

COMMENTS:

There is no financial impact to the recommedations in this report. The costs to develop the Winnipeg Transit Master Plan is included in the Department's approved capital budgets.

original signed by
Laurie Fisher, CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

N/A

OURWINNIPEG POLICY ALIGNMENT

2011 Transportation Master Plan

Rapid Transit Direction One: Implement a rapid transit network as part of the transit system to provide a viable alternative to the auto mobile and to reduce existing and future road congestion.

Rapid Transit Direction Two: Align land use and transportation planning decisions to support the rapid transit network.

SUBMITTED BY

Department: Transit
Division: Service Development
Prepared by: Bjorn Radstrom, Manager of Service Development
Date: May 3, 2018