Agenda – Council – June 20, 2019

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 28, 2019

Item No. 4 Public Transit Service for Large Events

STANDING COMMITTEE RECOMMENDATION:

On June 11, 2019, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That the Director of Transit be granted the authority to provide additional transit service when ridership demands for large event activities are expected to exceed the capacity of regular service, and that future funding for this service be included in the Department's operating budget beginning in 2020.

2. That an annual report summarizing the additional service for large events, including an approximate cost breakdown, be provided to the Standing Policy Committee on Infrastructure Renewal and Public Works, beginning in March 2020.

3. 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 – May 28, 2019

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 11, 2019, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 28, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- Add the following new Recommendation 2, and renumber the remaining recommendation accordingly:

    "2. That an annual report summarizing the additional service for large events, including an approximate cost breakdown, be provided to the Standing Policy Committee on Infrastructure Renewal and Public Works, beginning in March 2020."

and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: **Public Transit Service for Large Events**

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	B. D'Avignon, Acting CFO	D. McNeil

EXECUTIVE SUMMARY

Further to the transit system improvements anticipated as part of the new Winnipeg Transit Master Plan, the Public Service is proposing a more responsive service for patrons attending large events in the City of Winnipeg.

Large events create excess demand and passing up situations on regular transit service. Scheduled frequency on transit routes at peak times is based on the expected passenger loads for regular routes, and therefore cannot account for surges in passenger numbers due to large events. Examples of large events requiring additional service are the Canada Day fireworks, Bell MTS Place (hockey/concerts), Investors Group Field (football games/concerts) and the Red River Exhibition.

Under current City of Winnipeg policies, the Transit Department does not have the authority to add the required additional service for large events without direct approval from Council, as there is a budgetary impact associated with the provision of the additional service. The Transit Department is therefore requesting that Council delegate to the Director of Transit the authority to add additional service for large events.

RECOMMENDATIONS

1. That Council grant the Director of Transit the authority to provide additional transit service when ridership demands for large event activities are expected to exceed the capacity of regular service, and that future funding for this service be included in the Department's operating budget beginning in 2020.

2. 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

Council has the authority delegate to the Director of Transit the authority to add additional Transit service for large events.

IMPLICATIONS OF THE RECOMMENDATIONS

Winnipeg Transit will be responsible for the costs associated with augmented transit service for large events, which will be included in the 2020 budget. For 2019, all efforts will be made to absorb costs into existing budget; however it is not currently known if this will be possible and an additional appropriation may be required in the Fall of 2019.

HISTORY/DISCUSSION

Major large events can place a significant strain on Transit service in Winnipeg. At peak times especially, regular service buses tend to be very full, with little excess capacity to accommodate additional passengers for large events.

Large events, such as events at Investors Group Field, Bell MTS Place, Canada Day, Red River Exhibition and others can add a significant number of passengers in a very concentrated period of time on specific routes serving an event. This swell of passenger volumes overwhelms the regular transit service being provided, often preventing regular transit users from boarding buses. Buses become so full with large event passengers that regular passengers are passed up. Often the capacity is also insufficient for the number of large event passengers, and not all of them are able to board buses either.

An example of large service commonly provided is the service to football games at Investors Group Field.

In 2018, all event-day bus service at Investors Group Field was designed and coordinated by Winnipeg Transit. The service was delivered using Winnipeg Transit buses as well as school buses chartered from local transportation companies, contracted by the Winnipeg Football Club.

In order to respond to the need to add service for large events, Winnipeg Transit is requesting that Council delegate the authority to add additional service for large events to the Director of Transit. This will allow Winnipeg Transit to provide a more dynamic, fluid and responsive service when determining the need for additional service for large events.

Beginning in 2020, it is anticipated that the large event costs will be approximately $865,500.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 21, 2019

Project Name:

Public Transit Service for Large Events

First Year of Program

2019

	2019	2020	2021	2022	2023
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	$ 854,000	$ 865,500	$ 882,800	$ 900,400	$ 918,400
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 854,000	$ 865,500	$ 882,800	$ 900,400	$ 918,400
Less: Existing Budget Amounts	854,000				
Net Budget Adjustment Required	$ -	$ 865,500	$ 882,800	$ 900,400	$ 918,400

Additional Comments: Transit's approved 2019 operating budget assumed the costs associated with providing this service would be recovered. For 2019, all efforts will be made to absorb costs into existing budget; however, it is not currently known if this will be possible and an additional appropriation may be required in the Fall. The operating budgets for 2020 and onward will be adjusted to reflect the additional costs associated with the recommendation in this report.

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

This report aligns with OurWinnipeg, Sustainable Transportation, which calls for “A safer, efficient and equitable transportation system for people, goods and services”.

SUBMITTED BY

Department: Transit
Division: Service Development / Operations
Prepared by: Bjorn Radstrom, P. Eng., Manager of Service Development
Alex Regiec, MCIP, RPP, Operations Planner
Date: May 21, 2019