
**TENTH MEETING OF THE TRANSIT COMMITTEE
TO BE HELD ON THURSDAY, NOVEMBER 5, 2009 AT 3:00 P.M.
IN THE COMMITTEE ROOM C-12 TOM DAVIES SQUARE**

COUNCILLOR CALLAGHAN, CHAIR

**DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE
THEREOF**

MANAGER'S REPORTS

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1. Report dated October, 27, 2009 from the General Manager of Growth & Development regarding Free Transit Fare for Support Persons **1 - 3**
(RECOMMENDATION PREPARED)

2. Report dated October 29, 2009 from the General Manager of Growth & Development regarding Ridership Growth Envelope **4 - 7**
(FOR DIRECTION ONLY)

3. Report dated October 30, 2009 from the General Manager of Growth & Development regarding Transit Funding and Commitments **8 - 11**
(RECOMMENDATION PREPARED)

NEXT MEETING

ADJOURNMENT

(RECOMMENDATION PREPARED)

COMMITTEE MEMBERS

Councillor Berthiaume

Councillor Callaghan

Councillor Dupuis

DISTRIBUTION

Mayor and Members of Council

D. Nadorozny

C. Matheson

B. Lautenbach

G. Clausen

C. Hallsworth

L. Hayes

P. Thomson

R. Sauvé

R. Gauthier

P. McCauley

T. Beadman

M. Leduc

D. Martel

A. Haché

L. Oldridge

L. Church


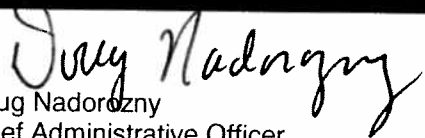
News Media

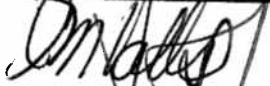
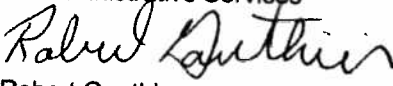
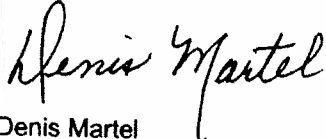
**LISA OLDRIDGE
DEPUTY CITY CLERK**

**LIZ COLLIN
PLANNING COMMITTEE SECRETARY**

Request for Recommendation Transit Committee



Type of Decision							
Meeting Date	November 5, 2009				Report Date	October 27, 2009	
Decision Requested	X	Yes		No	Priority	X	High
	Direction Only				Type of Meeting	X	Open
							Closed
Report Title							
Free Transit Fare for Support Persons							
Budget Impact/Policy Implication				Recommendation			
X	This report has been reviewed by the Finance Division.						
<p>If approved, it is anticipated that there would be \$2,500 in lost revenue in the Handi Transit system. No data is available on the conventional transit system therefore no estimate can be made at this time on lost revenue relating to the conventional transit system.</p>				<p>That the City of Greater Sudbury introduce a one-person-one fare policy for persons with severe disabilities who are riding on both the Handi-Transit and Conventional Transit systems, and that the policy apply to those persons with disabilities who require a support person to help with communication, mobility, personal care or medical needs or with access to goods and services while travelling on transit, and that this requirement must be documented by a medical practitioner.</p>			
X	Background Attached			Recommendation Continued			
Recommended by the Department				Recommended by the C.A.O.			
 W. E. (Bill) Lautenbach, General Manager of Growth and Development / Planning Director				 Doug Nadorozny Chief Administrative Officer			

Report Prepared By	Division Review
 Caroline Hallsworth, Executive Director Of Administrative Services  Robert Gauthier Manager of Transit Operations	 Denis Martel A/Director of Transit Services

EXECUTIVE SUMMARY

The City has received a request to provide free transportation to support persons who are travelling on Handi-Transit or conventional transit.

The Final Proposed Accessible Transportation Standard under the Ontarians with Disabilities Act includes a provision which, if approved by way of regulation, would require transportation providers to allow support persons to ride for free.

BACKGROUND

The City has received a request from a Citizen to follow the Canadian Transportation Agency's One-Person-One Fare Policy Decision on the City of Greater Sudbury Transit system.

In 2008, the Canadian Transportation Authority ordered Canadian Airlines to adopt a One-Person-One Fare Policy for *"persons with severe disabilities on flights within Canada"*. Under the policy, carriers may not charge more than one fare *"for persons with disabilities who are accompanied by an attendant for their personal care or safety while in flight"*. The policy provisions do not apply to persons with disabilities *"who prefer to travel with a companion for personal reasons"* and *"who require attendant care at their destination, but not while in flight"*.

Similar provisions are included in the Final Proposed Accessible Transportation Standard under the Ontarians with Disabilities Act. The proposed standard states that:

"The transportation provider shall not charge a fare to a support person, recognized by the transportation provider, accompanying a passenger with a disability."

That standard also includes two definitions which are pertinent to this provision:

"Companion – a person with whom one travels and who is not a support person".

“Support Person – means in relation to a person with a disability, another person who accompanies him or her in order to help with communication, mobility, personal care or medical needs or with access to goods and services”.

In 2008 and 2009 there were approximately 10,200 attendant rides on Handi-Transit. Attendant rides are not recorded on the conventional system as there is no mechanism for self identification of attendants. Currently, the Handi-Transit service provider has a very limited number of attendants from one facility whom have historically travelled for free when accompanying a client from that location on approximately five trips per week. Greater Sudbury Transit also provides a pass to the volunteers from Ontario March of Dimes who provide training to their clients on how to ride the transit system, which pass can only be used during the training.

Staff estimates that should a program be implemented, which defines the support persons as being required for the reasons described in the AODA Transportation Standard and supported by written documentation from a medical practitioner, that 10% of the current attendants on Handi-Transit would qualify to ride for free as support persons who help with communication, mobility, personal care or medical needs or with access to goods and services while embarking or disembarking or travelling on transit. The value of these rides on Handi-Transit is \$2,500.



It is also recommended that support persons be permitted to ride for free on the conventional transit system. This may soon be a regulated requirement. Further, it is more cost effective for the City to have persons with disabilities ride on the conventional system than on Handi-Transit, and in some cases persons with disabilities could ride on the conventional system if they were travelling with a support person. If the support person was charged on conventional transit, but not on Handi-Transit, that fare might serve as a disincentive to use the conventional system. Staff is not able to accurately cost the value of support person rides on the conventional system, but believe that it would be more than offset by reduced pressure on Handi-Transit.

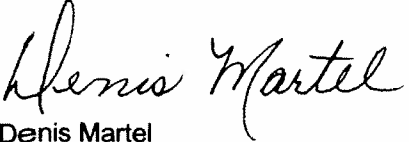
Currently, Barrie, Ottawa and York Region Transit systems have a free fare program for support persons. All three systems require documentation from a medical practitioner. This ensures that there is a bona fide need for the support person to provide assistance while the person with a disability is riding on transit or embarking or disembarking from a transit vehicle.

Accordingly, it is recommended that the City of Greater Sudbury introduce a one-person-one fare policy for persons with severe disabilities who are riding on both the Handi-Transit and Conventional Transit systems and that the policy apply to those persons with disabilities who require a support person to help with communication, mobility, personal care or medical needs or with access to goods and services while travelling on transit and that this requirement must be documented by a medical practitioner.

Request for Recommendation Transit Committee



Type of Decision									
Meeting Date	November 5, 2009			Report Date	October 29, 2009				
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only			Type of Meeting	<input type="checkbox"/>	Open	<input type="checkbox"/>	Closed	
Report Title									
Ridership Growth Envelope									
Budget Impact/Policy Implication				Recommendation					
<input checked="" type="checkbox"/>	This report has been reviewed by the Finance Division and the funding source has been identified.								
<p>There will be no operating budget impact as the option for the Ridership Growth Envelope will be fully funded by the Provincial Gas Tax reserve for 2010 and will be reviewed in 2011.</p>				<p>THAT the Transit Committee review the Ridership Growth Envelope and its programs and provide direction regarding same.</p>					
<input checked="" type="checkbox"/>	Background Attached			Recommendation Continued					
Recommended by the Department				Recommended by the C.A.O.					
 W. E. (Bill) Lautenbach, General Manager of Growth and Development / Planning Director				 Doug Nadorozny Chief Administrative Officer					

Report Prepared By	Division Review
 Denis Martel A/Director of Transit Services	Name Title

BACKGROUND

Ridership Growth Envelope

At a meeting held Thursday, October 15, 2009, the Transit Committee recommended that the Ridership Growth Envelope continue until November 2010, or until their successors are appointed. The Committee also requested more specific details regarding these programs, and staff has reviewed the current projects and provides the following information.

Existing Programs	2010 cost (including inflation)	Programs Going Forward
TransCab Service to Radar Base The most effective way to provide service to this particular area is using TransCab. Providing this service with a fixed route would be at triple the cost. It is recommended that the TransCab service be maintained to the Radar Base.	99,320	Yes
Intercommunity Route In Valley East This service has been in operation since December of 2007. Despite staff working with the CAN group in the area and having tried different marketing techniques, the current ridership is at approximately twenty (20) people per day. At that rate, staff recommends that this initiative be removed from the Ridership Growth fund Envelope.	262,824	No
Extended Hours Monday to Saturday and Extended Hours Sunday These extra hours represent the partnership with our business partners and the hospitals to ensure that transportation is available for all shift changes, specifically for the call centres and the hospitals. This has been the largest increase in service since amalgamation and it is currently a successful project. It is recommended that this project stay as part of the Ridership Growth Envelope.	182,738 381,272	Yes Yes

Existing Programs (continued)	2010 cost (including inflation)	Programs Going Forward
<p>One Additional Handi Transit Bus An additional bus is used to serve all areas as required and also used to shorten ride times in any area with heavy demand. If a bus is not added to the fleet, it would likely not meet timelines as previously approved and could turn down travel requests. It is recommended that this project stay in the Ridership Growth Envelope.</p>	108,374	Yes
<p>TransCab Service – Extended Hours and Handi Transit – Extended Hours Because some conventional service levels were increased, it was necessary to increase the TransCab and Handi Transit levels of service as well. It is recommended that these two initiatives remain in the Ridership Growth Envelope.</p>	41,208	Yes
<p>Existing Initiatives To continue 2009 enhancements in the 2010 budget, it is recommended these initiatives be funded through the Gas Tax funding. These programs have already been funded by Gas Tax in the base 2010 budget. These include:</p> <ul style="list-style-type: none"> • Garson to Downtown • Lively Route 701 • Double on New Sudbury Routes • Youth summer transit passes • TransCab RR15 to Chelmsford 	23,500 55,000 331,560 25,000 15,000	Yes Yes Yes Yes Yes
<p>Total Cost - Existing Programs</p>		1,296,159
<p>New Programs</p>		
<p>One Additional Valley East Inbound Route (morning) This route will specifically assist Pioneer Manor and Canada Revenue employees, as well as other citizens. It is recommended that this additional route be funded through the Gas Tax funding.</p>	45,180	Yes
<p>Grant Program Currently the “Transit Service Grant Fund” for non-profit groups supports the community to facilitate transportation that helps many worthwhile programs and events to thrive. The Grant Fund is based on year-round requests at a \$500 maximum per occasion and this Grant Fund presently is in the amount of \$15,000 per year. It is recommended that this program be increased to \$25,000 per year and funded through Gas Tax funding.</p>	25,000	Yes
<p>Total Costs - New Programs</p>		70,180
<p>Total Ridership Growth Envelope</p>		1,366,339

New Capital Initiative	2010 cost (including inflation)	Programs Going Forward
Improvements to the Current System The Committee would like to see improvements to the Transit Centre, shelters, and real time stop announcements. It is recommended that \$150,000 be taken from the Gas Tax funding. These costs and the related funding have been incorporated into the 2010 transit capital budget.	150,000	Yes
Total Costs - New Capital Initiatives		150,000

In summary, the total part-time hours that would be required to deliver these services are 3,017. The total cost of the Ridership Growth Envelope is \$1,366,339 which will be funded in whole by the Provincial Gas Tax Reserve. The new capital initiatives will cost \$150,000 which will also be funded by Provincial Gas Tax.

Request for Recommendation
Transit Committee

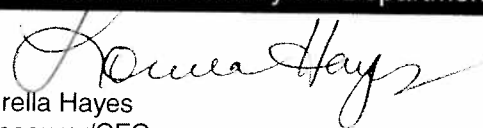


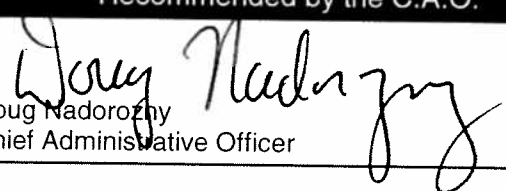
Type of Decision									
Meeting Date	November 5, 2009			Report Date	October 30, 2009				
Decision Requested	X	Yes		No	Priority	X	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title
Transit Funding and Commitments

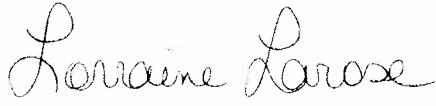
Budget Impact / Policy Implication	Recommendation
X This report has been reviewed by the Finance Division and the funding source has been identified.	

<p>If the transit committee recommends a \$300,000 draw from the Provincial Gas Tax Reserve, the 2010 Tax levy would be reduced by 0.1%.</p>	<p>Approve \$300,000 to fund incremental costs relating to transit operations for 2010, and to Reduce this amount to \$200,000 for 2011 and 2012.</p>
Background Attached	Recommendation Continued

Recommended by the Department

 Lorella Hayes
 Treasurer/CFO

Recommended by the C.A.O.

 Doug Nadorozny
 Chief Administrative Officer

Date: October 30, 2009

Report Prepared By	Division Review
 Lorraine Larose Senior Budget Analyst	

BACKGROUND

At the October 15, 2009 Transit Committee meeting, staff was directed to prepare a report on funding sources and commitments for Sudbury Transit Services. Attached is a spreadsheet that identifies funding and expenditure projections through 2012. This analysis illustrates that the Committee could recommend to Council a budget option of \$700,000 over 3 years (\$300,000 – 2010; \$200,000 – 2011; \$200,000 – 2012). This report will elaborate on the specific items and the underlying assumptions made by staff.

FUNDING SOURCES

Provincial Gas Tax Rebate Program

The City has been in receipt of these dedicated gas tax funds since 2004. These funds are classified as obligatory funds as they have to be set aside for transit related expenditures. Prior to 2007, these funds were used primarily for capital related expenditures. Unlike Federal Gas Tax, these funds are not a permanent source of revenue for the City, as the allocation is made on an annual basis only. The anticipated allocation for 2010 is expected to be approximately \$2.7 million. Staff is assuming that these funds will continue to be received at its current level for the near future.

Public Transit Capital (Bill C-48)

These funds are classified as obligatory funds and are to be used for transit capital expenditures. The current balance in this fund is approximately \$2.2 million.

Ontario Bus Replacement Program

On an annual basis Transit has been granted a portion of the capital replacement costs of its fleet. This grant is estimated to be equal to one-third of the replacement cost. Again, these are not permanent funds but staff is assuming that these funds will continue for the near future. The cash flow starting in 2009 has been revised by the OBRP so that the City will receive the one-third portion over a twelve year period.

Equipment Replacement Reserve Fund – Transit

The current balance in this reserve fund is approximately \$2.6 million and represents the City's own funds that are set aside for equipment replacement as well as funds received from the 2008 Fall Economic Statement. These funds have stabilized at their current level due primarily to the ability to utilize Provincial Gas Tax rebate funding for capital needs.

In 2008, through the Fall Economic Statement, the City received \$1.7 million from the province to be used for Transit Capital Expenditures. Approximately \$536,000 of these funds has been committed

to the stop announcement system in 2009. The balance is included in the Equipment Replacement Reserve Fund – Transit.

COMMITMENTS

U Pass Option

Council has approved the utilization of Provincial Gas Tax Funds to offset the costs of the University Pass Program in the amount of \$1.0 million for a four year period beginning in 2009 (\$400,000 - 2009; 300,000 – 2010; \$200,000 – 2011; \$100,000 - 2012).

Bus Purchases

The replacement of the conventional fleet has been accelerated since the introduction of the Provincial Gas Tax program and will continue as long as the funds are received.

Ridership Growth Envelope

This envelope was approved in 2007 as a source of funds to offset incremental costs associated with strategies to increase ridership. Present initiatives include extended hours and inter-Valley service. It is anticipated that this envelope would be used for ridership growth strategies/initiatives as determined by the Transit Committee.

POTENTIAL COMMITMENTS

2010 Budget Options

A transit operating option in the amount of \$1.3M has been presented to the Transit Committee through a revised Ridership Growth Envelope. This option has been included in the analysis to show the impact if funded by Gas Tax funds in 2010. For future years, it is assumed that the success and continued funding for this option would be determined by the Transit Committee.

Transit Garage, Terminal and Bus Shelters

The Transit Committee at their October 15, 2009 meeting directed staff to review potential renovations to the downtown terminal and to existing bus shelters with the possibility of adding additional shelters for existing routes. These costs estimated at \$150,000 have been added to the 2010 capital budget and fully financed by reserves. In addition the 2010 capital budget includes \$500,000 for various repairs to the garage, also funded from reserves.

SUMMARY

Under the assumption that Provincial Gas Funds and the Ontario Bus Replacement Program will continue, there should be sufficient funds available to meet the projected capital and operating needs of Transit.

Therefore, it is recommended that \$300,000 be drawn from the Provincial Gas Tax Reserve in 2010 to fund transit operating costs as well as \$200,000 in each of 2011 and 2012. See attached for the impacts to Transit reserves and obligatory reserve funds, if this recommendation is adopted along with the commitments outlined in this report.

**Forecasted Transit Reserve and Obligatory Funds
Proposed Transit Funding and Commitments from 2010 to 2012**

	Total	OBRP	Equipment replacement - Transit (note 1)	Provincial Gas Tax	Public transit capital
Balance at December 31, 2009 (estimated)	5,693,537	-	2,605,305	862,268	2,225,964
2010					
U-Pass option approved in 2009	(300,000)			(300,000)	
Proposed ridership growth envelope	(1,366,339)			(1,366,339)	
Purchase of buses (as per 2010 capital budget)	(3,800,000)	(1,266,667)	(234,718)	(1,071,797)	(1,226,818)
Purchase of vans, rebuilds (as per 2010 capital budget)	(240,000)				(240,000)
Terminal and shelter improvements (as per 2010 capital budget)	(150,000)			(150,000)	
Garage Improvements (as per 2010 capital budget)	(500,000)		(500,000)		
Proposed 2010 Budget reduction option	(300,000)			(300,000)	
Contribution from current	234,718		234,718		
Projected interest earned	174,405		78,159	25,868	70,378
Anticipated grant funding	3,966,667	1,266,667		2,700,000	
2010 balance	3,412,988	-	2,183,464	400,000	829,524
2011					
U-Pass option approved in 2009	(200,000)			(200,000)	
Purchase of buses	(3,325,000)	(1,108,333)	(403,672)	(1,106,335)	(706,660)
Purchase of vans, rebuilds	(150,000)				(150,000)
Garage Improvements	(250,000)		(250,000)		
Proposed ridership growth envelope	(1,393,665)			(1,393,665)	
Proposed 2010 Budget reduction option	(200,000)			(200,000)	
Contribution from current	239,413		239,413		
Projected interest earned	92,640		65,504		27,136
Anticipated grant funding	3,808,333	1,108,333		2,700,000	
2011 balance	2,034,709	-	1,834,709	200,000	-
2012					
U-Pass option approved in 2009	(100,000)			(100,000)	
Purchase of buses	(3,000,000)	(950,000)	(871,540)	(1,178,460)	
Garage Improvements	(250,000)		(250,000)		
Proposed ridership growth envelope	(1,421,540)			(1,421,540)	
Proposed 2010 Budget reduction option	(200,000)			(200,000)	
Contribution from current	244,201		244,201		
Projected interest earned	55,041		55,041		
Anticipated grant funding	3,650,000	950,000		2,700,000	
2012 balance	1,012,411	-	1,012,411	-	-

note 1: Includes Ontario Economic Outlook, received \$1,720,000 in 2008