

The Corporation of the City of Kawartha Lakes

Council Report

Report Number TR2018-003

Date: January 30, 2018
Time: 2:00 p.m.
Place: Council Chambers

Ward Community Identifier: 9, 10, 11, 12

Subject: Community Transportation Grant Application

Author Name and Title: Todd Bryant, Manager Fleet and Transit

Recommendation(s):

That Report TR2018-003, **Community Transportation Grant Application**, be received;

That staff be directed to apply for the Community Transportation Grant;

That a letter of support from Council be generated and attached to the application form; and

That staff report back to Council upon success of the grant application.

Department Head:_____

Financial/Legal/HR/Other:_____

Chief Administrative Officer:_____

Background:

Lindsay Transit started in 1977 with LIMO (Lindsay Mobility) being added in 1979 to provide an option for accessible transportation services. The MMM Group report from November 2008, suggested examining a possible expansion of the service between some of the larger communities (Lindsay, Bobcaygeon, and Fenelon Falls) and possibly intercity connections through GO Transit.

The first Rural Transit program commenced operations on July 4th, 2011 and was subsequently cancelled in September of 2012. A second pilot project for Rural Transit started on June 25th, 2013 and was contracted to Kawartha Ground Transport. Two buses were used making twelve (12) trips daily at a cost of \$420,000 annually. This service achieved ridership of over 10,000 in 2014. This program ended on June 27th, 2015.

At the Council Meeting of April 14, 2015, Council adopted the following resolution:

10.4.1 TRANSIT 2015-001

Moved by Councillor James, seconded by Councillor O'Reilly,

RESOLVED THAT Report TRANSIT2015-001, **Report on Rural Transit Continuation and Recommendations**, be received; and **THAT** the Rural Route and Dial a Ride Program be cancelled effective June 27, 2015.

CARRIED CR2015-139

A Recorded Vote was requested by Councillor Stauble.

Voting Member

| | | |
|--------------------------|-----|--------|
| Councillor Breadner | Yes | |
| Councillor Dunn | Yes | |
| Councillor Elmslie | | No |
| Councillor James | Yes | |
| Councillor Jilesen | Yes | |
| Councillor Junkin | Yes | |
| Councillor Macklem | Yes | |
| Councillor Martin | Yes | |
| Councillor Miller | Yes | |
| Councillor O'Reilly | Yes | |
| Councillor Pollard | | Absent |
| Councillor Seymour-Fagan | Yes | |
| Councillor Stauble | | No |
| Councillor Strangway | Yes | |

| | | |
|------------------|------------------|----|
| Councillor Veale | Yes | |
| Councillor Yeo | Yes | |
| Mayor Letham | Yes | |
| Total | Favoured: | 14 |
| | Against: | 2 |

Moved by Councillor Stauble, seconded by Councillor James,

RESOLVED THAT Report MAYOR2015-003, **Rural Transit Task Force Report**, be received; and

THAT a rural transit program commence in June 2015 as per Attachment A - Kawartha Lakes Transit 2015-2021, Rural Transit.

MOTION FAILED

Recorded Vote was requested by Councillor Stauble.

Voting Member

| | | |
|--------------------------|------------------|----|
| Councillor Breadner | | No |
| Councillor Dunn | | No |
| Councillor Elmslie | Yes | |
| Councillor James | Yes | |
| Councillor Jilesen | | No |
| Councillor Junkin | | No |
| Councillor Macklem | | No |
| Councillor Martin | Yes | |
| Councillor Miller | | No |
| Councillor O'Reilly | | No |
| Councillor Pollard | | No |
| Councillor Seymour-Fagan | Yes | |
| Councillor Stauble | Yes | |
| Councillor Strangway | Yes | |
| Councillor Veale | | No |
| Councillor Yeo | | No |
| Mayor Letham | | No |
| Total | Favoured: | 6 |
| | Against: | 11 |

Moved by Councillor Dunn, seconded by Councillor Miller,

RESOLVED THAT Report MAYOR2015-003, **Rural Transit Task Force Report**, be received; and

THAT no further action be taken regarding Rural Transit at this

time.

CARRIED CR2015-409

Staff continually explores potential funding opportunities which will reduce impact on the tax base and enhance service to the residents. This report addresses an opportunity for Council to consider authorizing Staff to apply for a grant for a community transportation program.

The potential to apply for this grant was discussed at the January 11, 2018 Transit Advisory Board Meeting. It was Moved by Michelle Murphy-Ward and Seconded by Norm Price:

THAT the Transit Advisory Board endorse the Community Transportation Grant Application Report and recommend its presentation to Council.

CARRIED

Rationale:

The Ministry is introducing a new program for funding community transportation projects through the 2017 Community Transportation Grant Program (the “CT Program”). The program will provide financial assistance to municipalities across Ontario for the planning, implementation and operation of community transportation projects (see attachment 1).

The purpose of this report is to describe the new CT Program and to receive council guidance on grant application. In 2015, the Ministry of Transportation (MTO) established the Community Transportation Pilot Grant Program (the “Pilot Program”) to provide financial assistance to Ontario municipalities for the development and implementation of community transportation initiatives. The Pilot Program has helped 22 municipalities and their partner community organizations to provide transportation service to Ontarians. The Pilot Program has also demonstrated the effectiveness of coordinating local services and maximizing the use of existing transportation resources in meeting the mobility needs of small and rural municipalities, as well as suburban areas underserved by transit. Kawartha Lakes applied for this grant in 2015, but were not selected for this program.

The new Community Transportation Grant Program builds on the Pilot Program to fund the development of community transportation solutions to address local transportation needs, including ways to better utilize existing transportation resources. The new program continues to focus on developing service and improving service to Ontario communities that are not served by public transportation or that are underserved. The Pilot Program continues to emphasize improving mobility options for those who experience transportation barriers, including seniors, people with disabilities, youth, and persons living on

low income. There will continue to be an emphasis on partnerships, coordination, and a collaborative approach to service delivery that can provide measurable improvements to transportation service in Ontario communities.

At the same time, the new program is being expanded to meet new challenges including:

More intercommunity service;

- As Ontarians in non-metro areas need to travel further to access medical and other services, often needing to cross municipal boundaries.
- Many Ontario communities are also experiencing declines in intercity coach bus services while the need for inter-regional travel grows.
- Regular bus routes that connect smaller population centers to major employment areas, retail centers, or medical facilities help Ontarians to meet their everyday needs.

More connected services;

- Local transportation that connects to other transportation services such as municipal transit systems, intercity coach, or rail, other CT services, extends the reach of local services.
- Coordinating schedules and convenient transfer points amongst transportation partners help build networks and transportation hubs to serve local and regional travel

To support an expanded program mandate, the 2017 CT Program allows for funding over a five-year period to help build service and ridership. The total funding of \$30 million for the five-year program with two levels of funding:

1. Maximum individual grant of \$500,000 for the five-year period for local community transportation service; and
2. Maximum individual grant of \$1.5 million for the five-year period for CT projects that propose long-distance scheduled bus routes.

There are separate eligibility criteria and application requirements for the two levels of funding.

Funds from the Provincial Dedicated Gas Tax Funds for Public Transportation Program must not be used for CT Projects. Furthermore, CT Funds must not be used to replace existing funding or funding from other sources that will be provided to the CT Project, but can be incremental to such existing funding or funding from other sources.

Any Municipality receiving CT Funds will be required to inform the Ministry of any contribution, other than the CT Funds, the municipality receives from any source whatsoever towards costs related to its CT Project.

Council should be aware that the draft Transit Master Plan (to be presented in Council Report TR2018-001 February 13, 2018 for approval) speaks to the need

for rural transit. The recommendation contained within the report indicates that the City should consider reviewing the need for transit in 2023.

Should Council authorize staff to apply and we are successful in obtaining the grant, the City could advance this target. It should be noted that if, during a review in 2023, the City determines that rural transit is not feasible a decision to either reduce service or commit to the costs of the program through internal funding will be required.

Other Alternatives Considered:

Council could choose to remain in alignment with their prior resolution or to align with the draft Transit Master Plan and not pursue Rural Transit at this time. If the City does not apply for the Grant, it would mean the City would not have an opportunity to access this potential grant funding source. If Council chooses not to pursue the grant, the alternate resolution would be:

RESOLVED THAT Report TR2018-003, **Community Transportation Grant Application**, be received; and

THAT Staff be directed to follow the requirements of the transit master plan in relation to Rural Transit.

Financial/Operation Impacts:

There are no financial impacts at this time as this process will involve the application form only.

Council should be aware, if successful, this grant application would provide funding for a period of five (5) years.

Relationship of Recommendation(s) To The 2016-2019 Strategic Plan:

This grant will strongly endorse all of the goals in the Strategic Plan:

- A Vibrant and Growing Economy. A healthy transit system enables commuters to get to work, school and activities that support the growth of our City.
- An Exceptional Quality of Life. Affordable public transit assists the general well-being of residents and customers promoting activity health, education and employment.
- A Healthy Environment. Utilizing this grant promotes active transportation and builds ridership.

Review of Accessibility Implications of Any Development or Policy:

All legal requirements as legislated within Regulation 191/11 made under the Accessibility for Ontarians with Disabilities Act, 2005 are met by Lindsay Transit and LIMO Specialized Transit. Lindsay Transit continues to strive for Service Excellence when providing transportation services to the residents of the City of Kawartha Lakes and will continue to consult all users including people with disabilities to ensure that future service excellence are maintained.

Consultations:

Treasurer
Asset Manager
Accessibility Officer
Junior Accountant

Attachments:



CT Grant Criteria.pdf

Department Head E-Mail: brobinson@kawarthalakes.ca

Department Head: Bryan Robinson, Director of Public Works

Department File: Community Transportation Grant

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