

# Committee Report

<b>To:</b>	Warden McQueen and Members of Grey County Council
<b>Council Date:</b>	May 28, 2020
<b>Subject / Report No:</b>	CAOR-CW-05-20
<b>Title:</b>	Community Transportation Update
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<b>Reviewed by:</b>	Kim Wingrove, CAO
<b>Lower Tier(s) Affected:</b>	Grey County wide
<b>Status:</b>	

## Recommendation

1. That report **CAOR-CW-05-20 Community Transportation Update** be received, and;
2. That **County Council provide direction on the future of the Community Transportation Project to enable staff to take appropriate action.**

## Executive Summary

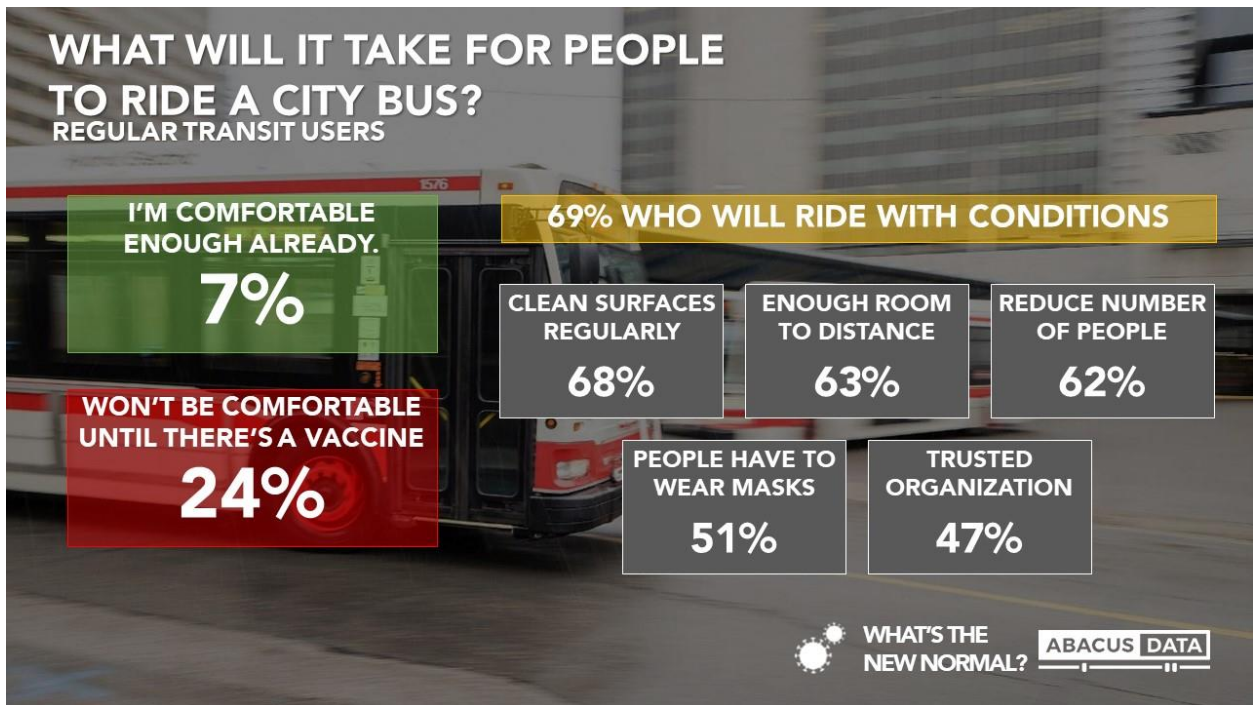
The purpose of this report is to provide Council with an update on the Community Transportation project.

## Background and Discussion

On April 9, 2020 staff had planned to present County Council with a Community Transportation Budget and Service Level Presentation. Staff were seeking Council direction on service investments beyond the minimum required, on the transit schedule, and direction regarding implementation of service on Grey Road 4. (Appendix A & B). With that direction, staff were planning on ordering the required buses. That report did not proceed, and buses have not been ordered.

Staff spoke with the Ministry of Transportation of Ontario (MTO) to determine if any considerations could be made for Transit Agencies who had to postpone their project due to the novel coronavirus. MTO is aware of the challenges many grant recipients are facing and is working on developing a formal update regarding the Community Transportation Grant Program.

Transit agencies across the globe are experiencing significant decreases in fare box revenue as typical riders are working from home, are not working or are finding alternative forms of transportation. Abacus Data, a Canadian consulting company conducted research on What Will It Take for People to Ride a City Bus?



The following safety precautions would be necessary in any future transit program:

- Provide adequate PPE for staff
- Regular deep cleaning and disinfection of public transport vehicles, workplaces, stations, ticketing devices, poles and seats
- Making disinfectant dispensers accessible for workers and passengers
- Limiting the interaction of drivers and passengers (for example, no cash ticket sales onboard, and covering the driver's area with a plastic sheet)
- Reduced rider capacity to ensure physical distancing and allow for adequate cleaning during peak times.

## Next Steps

Currently, staff are seeking direction from County Council on how to proceed. If County Council would like to begin operating a transit system this fall, decisions would need to be taken regarding the desired level of service, sources of funding for any service enhancements and an order placed for buses. MTO was not able to give details regarding timing of further guidance for transportation grant recipients or what that guidance might include.

What we know for sure:

1. Through research and community outreach we know affordable, convenient, reliable public transit is a needed throughout Grey County
2. Affordable transportation is a barrier in Grey County, the Grey Transit Route could help a lot of residents facing financial challenges.
3. In order to operate the Grey Transit Route, additional operating dollars must be secured.
4. No large capital investments have been made as the transit vehicles have not been purchased

5. Many riders will fear using public transit

## Legal and Legislated Requirements

The transfer payment agreement between Grey County and Province of Ontario provides the following regarding termination of a project:

Inability to complete the Project. If, at any time during the Term, the Recipient determines that it will not be possible for it to complete the Project for any reason, including, without limitation, lack of funding available for the Project (the "Issue"), the Recipient will immediately notify the Province of that determination and provide the Province with a summary of the measures the Recipient proposes to remedy the issue. If the Province is not satisfied that the measures proposed will be adequate to remedy the issue, then the Province may initiate any one or more of the actions provided for in section A13.2 (Consequences of Events of Default and Corrective Action)

Consequences of Events of Default and Corrective Action. If an Event of Default occurs, the Province may, at any time, take one or more of the following actions:

- a) initiate any action the Province considers necessary in order to facilitate the successful continuation or completion of the Project;
- b) provide the Recipient with an opportunity to remedy the Event of Default;
- c) suspend the payment of Funds for such period as the Province determines appropriate;
- d) reduce the amount of the Funds;
- e) cancel all further instalments of Funds;
- f) demand from the Recipient the payment of any Funds remaining in the possession or under the control of the Recipient;
- g) demand from the Recipient the payment of an amount equal to any Funds the Recipient used, but did not use in accordance with the Agreement;
- h) demand from the Recipient the payment of an amount equal to any Funds the Province provided to the Recipient; and
- i) terminate the Agreement at any time, including immediately, without liability, penalty or costs to the Province upon giving Notice to the Recipient.

## Financial and Resource Implications

Upon County Council direction, finance will complete a reconciliation of provincial funds received and expenses incurred to date for submission to the province.

## Relevant Consultation

Ministry of Transportation of Ontario

## Appendices and Attachments

[Appendix A – April 9, Council Report](#)

[Appendix B – April 9, Council Presentation](#)