

SPEAKING NOTES for Councillor Diane Deans

Special meeting of Transit Commission

Monday, November 4, 2013 – 10:00 a.m.

Andrew S. Haydon Hall

I am pleased to have the Transportation Master Plan come to the Transit Commission so that we can discuss and debate, and provide our recommendations on the transit component of this plan to our colleagues on the Transportation Committee.

The Transportation Master Plan is before the Transit Commission because the majority of transportation investments the City is going to be making over the next 20 years focus on transit — and connecting people to transit — so that we can encourage more people to get out of their cars and onto light rail and buses.

The plan's goal not only to offer a high-quality public transit service, but also bring more residents closer to the convenience, reliability and comfort of good public transit.

As I indicated at the joint Transportation Committee and Transit Commission meeting when the draft TMP was tabled, this is an exciting time for OC Transpo with construction of the Confederation Line underway and trains slated to begin to roll in 2018.

The City is now proposing a Stage 2 light rail plan as part of the TMP that builds on the Confederation Line.

It proposes to connect residents from Bayshore Station in the West, to Bowesville/Riverside South in the South, and to Place d'Orléans in the East.

To complement and ensure we maximize our investment in rail, the City is also proposing \$317 million worth of bus Transitway improvements and \$200 million in transit-priority measures in all parts of Ottawa. These are projects that we will pay 100 per cent with City dollars – leaving implementation within our full control.

This draft plan really does propose an unprecedented commitment to public transit that pushes rail and bus rapid transit to our major growth communities outside the Greenbelt.

And, having the benefit of some frank discussions with the public over the past several weeks, I think this is a plan that has something for everyone. At the same time, I know some issues have been raised and questions asked, including service to other key destinations in the City, projects that have not been included within the Affordable Network, and how the City services areas under development.

Overall though, I feel confident that we have a package of investments before us – a mix of bus and rail service, as well as cycling and pedestrian connections to bring people to the transit service – that will ultimately improve transit service across Ottawa.

It will be easier for residents to get to work, to school, medical and to recreation facilities and shopping destinations by public transit.

As members of the Transit Commission, I know that we have some questions for staff and will have some discussions aimed at ensuring that we are making the best possible transit investments and choices across the City.

Ultimately, once this plan is approved, the City will be approaching its federal and provincial partners to help us fund the Stage 2 Transit Plan. The total of the City's rail package is close to \$3 billion between 2018 and 2022, with each level of government being asked to contribute \$975 million.

Stage 2 is certainly an opportunity for our federal and provincial partners to confirm their continued support for important transit investments in Ottawa by funding this once-in-a-generation project.

Not only will this package of projects ensure that the City obtains more impact out of the Confederation Line, but it will ensure at the same time that the City continues to operate within the framework of fiscal prudence established by Council.

I will now turn the presentation over to Nancy Schepers.

Then I will open the floor to questions.