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YORK REGION TRANSIT TRANSIT-SECURE SUBSIDY PROGRAM

The Transit Committee recommends the adoption of the recommendation contained in the following report, December 19, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

The purpose of this report is to inform Regional Council that York Region Transit (YRT) staff have made application to Transport Canada for funding to develop a terrorism-specific security plan and threat risk assessment.

3. BACKGROUND

The Transit-Secure Program was developed by Transport Canada to address the most critical actions required to enhance security and operations in the area of public transit. It is intended to prevent or lessen the impact of potential terrorist attacks on passengers, employees and the public.

The major goals of the program are to enhance the security of Canada's urban transit systems, to provide an incentive to rapidly implement new and enhanced security measures and to support the adoption of best practices and guidelines for security enhancements.

Transit-Secure consists of four funding opportunities (rounds) for public transit security funding. Round one was restricted to major urban transit properties in Canada (Vancouver, Calgary, Ottawa, Toronto, Ottawa, and Montreal) for capital project items. Round two is now open for smaller transit properties that may provide service into these major urban areas. York Region Transit and other transit agencies including Mississauga Transit, Brampton Transit and Durham Region Transit have already been identified as eligible for round two funding. Round three is for additional funding that will be available to higher-risk urban areas listed in round one. Round four offers residual funding for suitable projects to eligible round one and two candidates.

3.1 Round Two Eligible Projects

Round two funding is designated for the development of threat risk assessments, security and response/recovery plans, security management systems, and other security protocols. The threat risk assessments and security plans must be completed by the transit systems by March 31, 2008. All applications for this funding round were to have been submitted by December 15, 2006, which YRT complied with. Transport Canada will be contacting applicants by February 2007 and will identify the subsidy eligibility and level at that time.

4. ANALYSIS AND OPTIONS

Staff are preparing a Request for Proposal (RFP) to retain a consultant to develop a security plan which includes security and response/recovery plans, security management systems and other security protocols. The deliverables of this plan will focus on terrorism and security threats and will include:

- Security procedures.
- Comprehensive threat risk assessment and audit.
- Security training for front line YRT and contractor staff.
- Review of the utilization and management of technology for security enhancement.
- Security escalation/de-escalation protocol.

This security plan and threat risk assessment will be integrated into the Region's Emergency Plan, Transit's Emergency Plan Annex and the Transit Business Continuity Plan.

Transit properties that proceed with threat risk assessments and security plans as outlined by Transport Canada in round two will be eligible for additional residual funding in round four.

4.1 Application Process

All applications for this program were submitted to Transport Canada for review. Each application will be screened to ensure that they are either a commuter transit operator or an association applying on behalf of a commuter transit operator. Following this, the applications will be assessed based on the following criteria and ranked based on a point system:

- Transit system operating within a Region along the border, has a port, and/or an airport.
- Transit system interacts with a system from one of the six higher risk urban areas (which includes Toronto).
- Transit system is part of a Census Metropolitan Area.
- Transit system is part of a Provincial or Federal Capital.

4.2 Relationship to Vision 2026

Development of threat risk assessment and security plan satisfies a number of Vision 2026 principles related to customer-centred services and safety. The plan will allow for an elevated level of security and safety for our customers.

5. FINANCIAL IMPLICATIONS

The draft 2007 Business Plan and Budget contains funding in the amount of \$150,000 for the security plan design and threat risk assessment. The Region is eligible to receive a maximum subsidy of 75% towards this initiative. If successful with the application process, the Region would receive \$112,500 in funding from Transport Canada. As such, the net cost to the Region would be \$37,500.

As part of the application process, full funding must be secured and assigned in the municipal budget to develop the threat risk assessment and security plan.

6. LOCAL MUNICIPAL IMPACT

Development and implementation of a threat risk assessment and security plan is a proactive measure in dealing with security risks within the transit system and indirectly within the local municipalities.

7. CONCLUSION

The Transit-Secure Program will allow the Region to recover up to 75% of the cost of development and implementation of threat risk assessments and security plans for the Region's transit system. The process will also enhance existing safety and security measures currently in place for the protection of transit customers, employees, vehicles and properties. The success of the process will also allow the Region to apply for any potential subsequent funding available through the Transit-Secure Program. This may include the implementation of identified security improvements resulting from the threat risk assessment conducted in the round two funding process. Staff will explore future subsidy funding opportunities once further information becomes available from Transport Canada.

For more information on this report contact Angelo Apfelbaum, Enforcement Supervisor (Ext. 5352) or Rick Takagi, Manager, Operations (Ext. 5624), of the Transit Branch in the Transportation and Works Department.

The Senior Management Group has reviewed this report.