



## **The Regional Municipality of Durham**

### **Committee of the Whole Agenda**

Regional Council Chambers  
Regional Headquarters Building, 605 Rossland Road East, Whitby

**February 6 and 7, 2018**

**9:00 AM**

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**1. Declarations of Interest**

**2. Statutory Public Meetings**

**3. Delegations (Requires 2/3rds Vote)**

- 3.1 Greg Milosh, re: Information Report 2017-INFO-150: Employee Benefits and Post-Employment Liabilities

**4. Presentations**

- 4.1 Jim Clapp, Commissioner of Finance, re: 2018 Strategic Property Tax Study (2018-COW-32) [Item 5.2 E]

**5. Finance & Administration**

Finance

5.1 Communications

- A) [Mr. Mark Majchrowski, Chief Administrative Officer, Kawartha Conservation](#), providing the Kawartha Conservation 2018 Preliminary Levy Recommendation: Refer to consideration of Report #2018-COW-19 7 - 8

5.2 Reports

- A) Amendment to Vehicle Advance and Casual Travel Reimbursement Rates ([2018-COW-21](#)) 9 - 12
- B) Confirmation of the Region's Triple "A" Credit Rating by Moody's Investors Service ([2018-COW-23](#)) 13 - 15

- |    |  |                  |
|----|--|------------------|
| C) | Public Process for the Proposed Regional and Carruthers Creek Area Specific Development Charge By-laws ( <a href="#">2018-COW-24</a> ) | 16 - 19          |
| D) | Transit Shelter Advertising Contract Award ( <a href="#">2018-COW-30</a> )   | 20 - 22          |
| E) | 2018 Strategic Property Tax Study ( <a href="#">2018-COW-32</a> )  | Enclosed Booklet |
| F) | 2018 Durham Region Transit (DRT) Servicing and Financing Study ( <a href="#">2018-COW-31</a> )   | 23 - 128         |

5.3 Business Plan and Budget Review

- A) Presentations
  - 1. Jim Clapp, Commissioner of Finance, re: 2018 Regional Business Plans and Budgets for Property Tax Purposes
- B) Business Plans and Budgets
  - 1. Durham Regional Police Service 2018 Business Plans and Budgets
  - 2. Conservation Authorities 2018 Business Plans and Budgets
    - Central Lake Ontario
    - Ganaraska Region
    - Kawartha Region
    - Lake Simcoe Region
    - Toronto Region
  - 3. Durham Region Transit 2018 Business Plans and Budgets
  - 4. Health 2018 Business Plans and Budgets
    - Public Health
    - Paramedic Services
  - 5. Social Services 2018 Business Plans and Budgets
    - Emergency Management and Program Support Services
    - Social Assistance
    - Children's Services
    - Family Services
    - Housing Services

- Services for Seniors and Long Term Care
  - 6. Planning & Economic Development 2018 Business Plans and Budgets
    - Planning
    - Economic Development
  - 7. Works General Tax 2018 Business Plans and Budgets
    - Roads/Operations/Capital
    - Solid Waste Management
  - 8. Finance & Administration 2018 Business Plans and Budgets
    - Regional Council
    - Regional Chair's Office
    - Chief Administrative Officer
    - Corporate Services
    - Legal – Provincial Offences Act
    - Durham Emergency Management Office
    - Emergency 9-1-1 Telephone System
    - Finance
    - Non Departmental
    - Special Contributions
    - Provincial Download Service Costs
    - Durham Region Local Housing Corporation
- C) The 2018 Regional Business Plans and Budgets for Property Tax Purposes, including General Purpose, Solid Waste Management and Durham Region Transit ([2018-COW-19](#)) Enclosed Budget Binder
- [Link to 2018 Business Plans and Budgets – Works](#)
- [Link to 2018 Business Plans and Budgets – Health](#)
- [Link to 2018 Business Plans and Budgets – Social Services](#)
- [Link to 2018 Business Plans and Budgets – Planning and Economic Development](#)
- [Link to 2018 Business Plans and Budgets – Finance and Administration](#)
- [Link to 2018 Business Plans and Budgets – Conservation Authorities](#)

[Link to 2018 Business Plans and Budgets – Durham Regional Police Services Board](#)

[Link to 2018 Business Plans and Budgets – Durham Region Transit](#)

[Link to 2018 Business Plans and Budgets – DRLHC-Provincial Download – Fees and Charges](#)

### Administration

#### 5.4 Communications

#### 5.5 Reports

- |   |           |
|---|-----------|
| A) The Regional Municipality of Durham's Accessibility Advisory Committee's (AAC) 2018 Workplan ( <a href="#">2018-COW-14</a> )                                   | 129 - 131 |
| B) The Regional Municipality of Durham's Accessibility Advisory Committee's 2017 Annual Report ( <a href="#">2018-COW-15</a> )                                    | 132 - 136 |
| C) 2018 Municipal Elections Compliance Audit Committee ( <a href="#">2018-COW-22</a> )  | 137 - 141 |
| D) Extension of NEXTGEN Communications Interoperability and Radio System User Agreement to Ontario Power Generation ( <a href="#">2018-COW-27</a> )               | 142 - 171 |
| E) Proposed negotiated settlement pertaining to litigation regarding the U-Pak Court Action being under Court File #CV-11-4271137 ( <a href="#">2018-COW-29</a> ) | 172 - 175 |

## **6. Planning & Economic Development**

### Planning

#### 6.1 Communications

#### 6.2 Reports

- |   |           |
|---|-----------|
| A) Renaming of Regional Road 57 in the Municipality of Clarington ( <a href="#">2018-COW-13</a> )   | 176 - 181 |
| B) Proposed regulations under the Planning Act related to inclusionary zoning, 2017 – Environmental Bill of Rights Registry #013-1977 ( <a href="#">2018-COW-18</a> ) | 182 - 192 |

### Economic Development

#### 6.3 Communications

6.4 Reports

- A) Pegasus Project – Establishing An Economic Development Partnership with Nuremberg, Germany  
([2018-COW-26](#)) 193 - 196

7. Works

Waste

7.1 Communications

- A) [Stewardship Ontario](#) – re: Industry funding for Municipal Blue Box Recycling for the third quarter of the 2017 Program Year 197

**Pulled from January 12, 2018 Council Information Package by Councillor Joe Neal**

Recommendation: Receive for Information

7.2 Reports

- A) Energy from Waste – Waste Management Advisory Committee Membership Extension (2018) ([2018-COW-20](#)) 198 - 201

Works

7.3 Communications

- A) Lead Water Service Connections ([2018-INFO-13](#)) 202 - 208

**Pulled from January 26, 2018 Council Information Package by Councillor Jordan**

Recommendation: Receive for Information

7.4 Reports

- A) Declaration of Lands as Surplus and Approval to Exchange Lands with the City of Pickering and The Regional Municipality of York at 1250 Barnwood Square and Liverpool Road at Finch Avenue, in the City of Pickering ([2018-COW-12](#)) 209 - 213
- B) Award of Request for Proposals #416-2017 for Vacuum Excavation Services Registry for Work at Various Locations within the Regional Municipality of Durham ([2018-COW-16](#)) 214 - 217

- C) Approval of Request for Pre-Qualification #1145-2017 for General Contractors for Recoating of All Levels of the Parking Garage at Regional Headquarters in the Town of Whitby ([2018-COW-17](#)) 218 - 220
- D) Approval for the Award of Contract in Excess of Allowable Limits for Registry Work for the Removal and Disposal of Surplus Fill at the Ajax/Pickering Works Depot Located at 2020 Salem Road ([2018-COW-25](#)) 221 - 223

## **8. Health & Social Services**

### Health

#### 8.1 Communications

#### 8.2 Reports

- A) Mobile Health Unit for At-Risk Populations, Including Those Using Opioids ([2018-COW-28](#)) 224 - 227

### Social Services

#### 8.3 Communications

#### 8.4 Reports

There are no Social Services reports to consider.

## **9. Other Business**

## **10. Confidential Matters**

#### 10.1 Reports

There are no confidential matters to be considered.

## **11. Date of Next Meeting**

Wednesday, March 7, 2018 at 9:00 AM

## **12. Adjournment**

January 19, 2018

The Chair and Members of the  
Committee of the Whole  
Regional Municipality of Durham  
P.O. Box 623, 605 Rossland Road East  
Oshawa, Ontario L1N 6A3

**RE: Kawartha Conservation 2018 Preliminary Budget**

Dear Chair and Members of the Committee of the Whole,

We are pleased to provide our 2018 Preliminary Levy, supported in principle by our Board of Directors, for a 30 day review period.

The scope of operating programs is been maintained at the previous years' service levels, however, the continued rise in operating costs along with the need to implement changes resulting from Bill 148, *Fair Workplaces, Better Jobs Act, 2017* continues to place pressure on our budget. An overall 2.74% increase in municipal levy of \$40,550 is required to support the operating expenditures. Please note that this levy is a downward adjustment of 1.01% (\$15,000) in our proposed general operating levy based on a Board decision on January 17<sup>th</sup> when addressing comments on the budget.

This is shared by the municipal partners based on apportionment percentages supplied to us by the Ministry of Natural Resources and Forestry. The apportionment percentage is based on current value assessment (CVA) information generated by MPAC. Individual municipal increases vary due to changes in the CVA apportionment year over year.

We have provided a preliminary budget document to the Region on December 6<sup>th</sup>, 2017. The document outlines the conservation programs and projects proposed for delivery in 2018 in accordance with the Strategic Plan, and associated funding requirements. In light of a reduction in operating levy budget decided on by our Board as mentioned above, the schedules require updating, however, the textual content and scope of operating programs will largely remain the same. Our request for General Operating Levy is \$531,993, an increase of \$17,337 or 3.37%. East Cross Forest is considered a Special Operating Levey in the amount of \$72,200. In addition, we are requesting \$6,990 to support General Benefiting Projects and we have proposed Special Projects totalling \$133,900 for your consideration of funding. The total funding request for 2018 is \$ 745,083.

Our Board of Directors will hold a weighted vote on the 2018 Preliminary Operating Budget and associated municipal levies on March 28, 2018. Special projects proceed based on municipal funding approvals.

As mentioned, the budget document will require updating as a result of the decision by the Board to reduce the operating levy. We will provide an updated digital version when we are able to make these changes. The budget is intended to be printed as a two sided document. While scrolling through digitally, you will see pages intentionally left blank.

**KAWARTHA CONSERVATION**  
277 Kenrei Road, Lindsay, ON K9V 4R1  
705.328.2271 Fax 705.328.2286  
**KawarthaConservation.com**

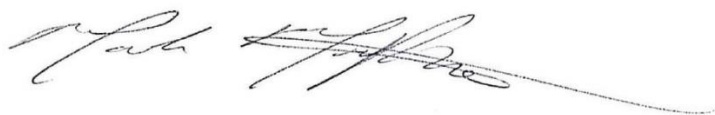
**Our Watershed Partners:**

City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan

We would also like to take the opportunity to let you know that the Township of Scugog is working on a significant project of economic importance called the Lake Scugog Enhancement Project in their municipality, for which we are responsible for project management. This project will involve the creation of a constructed wetland in the Port Perry Bay area of Lake Scugog, which will clean out sediment from areas impacting water-based recreation offshore from Port Perry. The project will also help manage the untreated runoff entering directly into Lake Scugog from the urban area, which is an implementation consideration identified in the Lake Scugog Environmental Management Plan. There are design considerations, permitting steps and fundraising efforts to finalize and the Steering Committee overseeing project are optimistic that the project will move towards implementation in late 2018 at the earliest, but likely will begin in 2019. The funding model anticipates funding from local government, Provincial/Federal governments and community fundraising in equal thirds, with an early projected cost of \$3M (and includes a surety bond). As a partner to this initiative and as part of the funding model, we would like to provide you with advanced indication that we and/or the Township of Scugog will be seeking financial assistance from the Region to help fund this project. We look forward to introducing this project to you further and exploring funding options that may be available.

If you have any questions, or if we can provide further information, please do not hesitate to contact me at extension 215 or Wanda Stephen, Director, Corporate Services, extension 226.

Yours truly



Mark Majchrowski  
Chief Administrative Officer

cc: Mr. G. Cubitt, CAO  
Mr. J. Clapp, Commissioner of Finance  
Mr. Brian Bridgeman, Commissioner of Planning and Economic Development  
Mr. Ralph Walton, Regional Clerk/Director of Legislative Services  
Ms. N. Pincombe, Director, Business Planning, Budgets, Risk Management

**KAWARTHA CONSERVATION**  
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**Our Watershed Partners:**

City of Kawartha Lakes • Region of Durham • Township of Scugog • Municipality of Clarington • Township of Brock • Municipality of Trent Lakes • Township of Cavan Monaghan





The Regional Municipality of Durham  
 Report to: Committee of the Whole  
 From: Commissioner of Finance  
 Report #: 2018-COW-19  
 Date: February 6, 2018

**“REVISED”**

**Subject:**

The 2018 Regional Business Plans and Budgets for Property Tax Purposes, including General Purpose, Solid Waste Management and Durham Region Transit.

**Recommendations:**

THAT Committee of the Whole recommends to Regional Council that:

**2018 General Purpose Property Tax Business Plans and Budgets**

- A) The **2018 Business Plans and Property Tax Budgets for General Purposes (excluding Durham Region Transit and Solid Waste Management)** be approved, at a total net property tax requirement of \$545,926,000, as detailed within the 2018 Regional Business Plans and Budgets, which are highlighted in this report and summarized as follows:

	<b><u>2018 Tax Requirements</u></b> <b>(\$000s)</b>
<b>Regional Operations</b>	
Departmental Operations	239,644
Regional Roads Reserve – Growth	12,549
Regional Roads – Rehabilitation Reserve Fund	26,050
Regional Bridges – Rehabilitation Reserve Fund	5,525
<b>Total Regional Operations</b>	<b>283,768</b>
<b>Police Service</b>	<b>198,916</b>
<b>Provincial Download Service Costs</b>	<b>48,153</b>
<b>Conservation Authorities</b>	<b>8,032</b>
<b>Special Contributions</b>	
Regional Land Acquisition Reserve Fund	570
Special Contribution - Hospitals	4,060
- Durham College	350
<b>Total Special Contributions</b>	<b>4,980</b>
<b>SUBTOTAL</b>	<b>543,849</b>
<b>Seaton Growth Reserve Fund</b>	<b>621</b>
Adjustment to 2018 Assessment Base (re: Assessment under appeal)	1,457
<b>TOTAL GENERAL PROPERTY TAX PURPOSES</b>	<b>545,927</b>

Note: Excludes Durham Region Transit and Solid Waste Management which are included separately as Recommendations 20 through 24.

**“NO CHANGE”**

- B) **The 2018 Net Major Tangible Capital Asset Program for General Property Tax Purposes** (excluding Solid Waste, Durham Region Transit and Conservation Authorities' requirements) in the amount of \$91,555,000 be approved, and the 2019 to 2027 Capital Forecast in the amount of \$1,487,837,000 as detailed in the following table be received for information purposes only and subject to future approvals.

GENERAL PURPOSES TANGIBLE CAPITAL ASSET REQUIREMENTS (\$000's)							
	Recommended	Forecast					Total 2019- 2027
	2018	2019	2020	2021	2022	2023- 2027	
<b>Police Service</b>							
Operations Training Centre - Phase 2	-	-	2,000	23,000	-	-	25,000
Facility Repairs & Renovations	515	1,000	1,000	1,000	1,000	5,000	9,000
Clarington Police Complex Phase 2 - Regional Support Centre and Centre for Investigative Excellence	-	-	55,000	-	-	-	55,000
Durham North West Seaton	-	-	-	-	2,500	27,500	30,000
North Division Expansion	-	-	-	-	-	3,400	3,400
Central East Division	-	-	-	-	-	50,000	50,000
<b>Police Service sub-total</b>	<b>515</b>	<b>1,000</b>	<b>58,000</b>	<b>24,000</b>	<b>3,500</b>	<b>85,900</b>	<b>172,400</b>
<b>Paramedic Service</b>							
Ambulance Stations - Seaton	1,000	2,500	-	-	-	-	2,500
- Clarington	1,100	2,700	-	-	-	-	2,700
- Uxbridge	-	1,250	-	4,500	-	-	5,750
Ambulances & Equipment - Growth Related	-	525	-	525	-	1,575	2,625
Ambulances & Equipment Replacement	3,306	2,285	2,328	2,691	2,437	17,406	27,147
<b>Paramedic Service sub-total</b>	<b>5,406</b>	<b>9,260</b>	<b>2,328</b>	<b>7,716</b>	<b>2,437</b>	<b>18,981</b>	<b>40,722</b>
<b>Health &amp; Social Services</b>							
New Ontario Works Delivery Location	-	-	-	20,000	-	-	20,000
Sunderland Relocation and Expansion - Child Care	-	1,000	-	-	-	-	1,000
Seaton Facility	-	8,300	-	-	-	-	8,300
<b>Social Services sub-total</b>	<b>-</b>	<b>9,300</b>	<b>-</b>	<b>20,000</b>	<b>-</b>	<b>-</b>	<b>29,300</b>
<b>Headquarters Expansion</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>120,000</b>	<b>-</b>	<b>-</b>	<b>120,000</b>
<b>Works Operations</b>							
Regional Roads Program	85,634	101,570	120,170	115,285	121,970	666,420	1,125,415
<b>Works Operations sub-total</b>	<b>85,634</b>	<b>101,570</b>	<b>120,170</b>	<b>115,285</b>	<b>121,970</b>	<b>666,420</b>	<b>1,125,415</b>
<b>TOTAL TCA REQUIREMENTS</b>	<b>91,555</b>	<b>121,130</b>	<b>180,498</b>	<b>287,001</b>	<b>127,907</b>	<b>771,301</b>	<b>1,487,837</b>

- C) Financing for the 2018 Net Major Tangible Capital Asset Program for General Property Tax Purposes in the net amount of \$91,555,000 be approved as follows:

<b>GENERAL PURPOSES 2018 CAPITAL FINANCING (\$000's)</b>				
	<b><u>Police</u></b>	<b><u>Paramedic</u></b>	<b><u>Roads</u></b>	<b><u>Total</u></b>
Property Taxes	515	4,888	6,204	<b>11,607</b>
Development Charges	-	-	36,251	<b>36,251</b>
Rehabilitation / Special Road/Bridges Reserve Funds	-	-	41,779	<b>41,779</b>
Debentures	-	518	-	<b>518</b>
Other <sup>1.</sup>	-	-	1,400	<b>1,400</b>
<b>Total Financing</b>	<b>515</b>	<b>5,406</b>	<b>85,634</b>	<b>91,555</b>

Note:

1. Contribution from Simcoe County

### **Contributions for Regional Roads and Bridges**

- D) A 2018 contribution of \$12,549,000 to the **Regional Roads Reserve – Growth** be authorized to allow for financing of Road Capital Construction Projects.
- E) A 2018 contribution of \$26,050,000 to the **Regional Roads Rehabilitation Reserve Fund** be authorized to assist with roads rehabilitation requirements.
- F) A 2018 contribution of \$5,525,000 to the **Regional Bridges Rehabilitation Reserve Fund** be authorized to assist with bridge rehabilitation requirements.
- G) A financing plan to advance the use of a portion of the Federal gas tax funds in order to address the most critical road rehabilitation be approved as follows:
- a. The outstanding debt servicing payments related to the Durham York Energy Centre continue to be financed from Federal gas tax revenue until the internal loan obligations are met in 2020 with the 2018, 2019 and 2020 payments to be phased in order to provide \$4.8 million Federal gas tax revenue to be dedicated in 2018 to critical road rehabilitation needs; and
  - b. The following additional critical road rehabilitation capital projects be approved with financing from the Federal gas tax (\$4.8 million) and the balance of \$2.4 million from the 2018 budgeted increase in the Regional Road Rehabilitation Reserve:
    - o Liberty Street (Regional Road 14) from north of Concession 3 to Concession 4 in the Municipality of Clarington, at an estimated cost of \$1,900,000 (current pavement condition index rating of 15);
    - o Regional Road 21 from Marsh Hill (approximately 3.5 km east of Lake Ridge Road) to Highway 12 in the Township of Scugog at an estimated cost of \$3,000,000 (current pavement condition index rating of 13);

- Regional Road 38 Whites Road from north of Kingston Road to Finch Avenue in the City of Pickering at an estimated cost of \$1,300,000 (current pavement condition index of between 24 and 30 for the various segments); and
  - Regional Road 8 from Mill Run Gate to 0.4 km west of 4<sup>th</sup> Concession Road in the Township of Uxbridge at an estimated cost of \$1,000,000 (current pavement condition index of between 9 and 15 for the various segments).
- H) Given the funding allocation of \$2,216,952 for Durham Region through the Ontario Municipal Commuter Cycling Program (OMCC) which covers 80 per cent of eligible design, engineering and capital costs to build commuter cycling facilities, the Region's 20 per cent funding contribution of \$554,238 be included in the 2018 Regional Business Plans and Budgets (total OMCC cycling program \$2,771,190).

### **Provincial Download Services Costs**

- I) **The 2018 Provincial Download Services Costs Budget** be approved as part of the 2018 Regional General Purposes property tax requirement in the total amount of \$48,153,000, including a provision of \$5,991,000 for the 2018 Durham Regional Local Housing Corporation Business Plan and Budget.

### **Conservation Authorities**

- J) Funding totaling \$5,815,856 for operations and \$1,653,229 for 2018 Special Projects be approved for the **Region's five Conservation Authorities** with Special Projects funding provided as summarized below:

Kawartha Region Conservation Authority	\$140,890
Ganaraska Region Conservation Authority	228,232
Toronto and Region Conservation Authority	812,971
Lake Simcoe Region Conservation Authority	471,136
<b>Total Conservation Authority Special Projects</b>	<b>\$1,653,229</b>

- K) Additional funding totaling \$200,000 be provided from the Regional Land Acquisition Reserve Fund to the five Conservation Authorities for 2018 land management expenditures for properties within Durham Region as outlined below and that the Region continue to work with the Conservation Authorities to review the funding of land management activities, including financial reporting on the funding spent annually and associated outcomes as part of the Conservation Authorities annual accountability reporting:

Central Lake Ontario Conservation Authority	\$85,000
Kawartha Region Conservation Authority	15,000
Ganaraska Region Conservation Authority	37,000
Toronto and Region Conservation Authority	41,000
Lake Simcoe Region Conservation Authority	22,000
<b>Total Conservation Authority Land Management Funding</b>	<b>\$200,000</b>

- L) The **York/Peel/Durham/Toronto Groundwater Management Initiatives** be continued in 2018 at a funding level of \$175,000 for ongoing groundwater protection initiatives jointly funded with the City of Toronto and York and Peel Regions.
- M) The special funding request from Central Lake Ontario Conservation Authority (CLOCA) in the amount of \$100,000 for Phase One of Two of the Update to the CLOCA Watershed Plans be approved subject to the accountability of project costs incurred and project completion, with funding to be provided from the Regional Land Acquisition Reserve Fund.
- N) The special funding requests from Central Lake Ontario Conservation Authority in the amount of \$50,000 and from Ganaraska Conservation Authority in the amount of \$25,000 for the joint Lake Ontario Shoreline Management Plan Update project be approved with funding to be provided from the Regional Land Acquisition Reserve Fund subject to:
  - a. Central Lake Ontario Conservation Authority and Ganaraska Conservation Authority securing the remainder of the project funding from the National Disaster Mitigation Program and Lower Trent Region Conservation Authority;
  - b. project completion; and
  - c. accountability of project costs.
- O) The special funding request from Ganaraska Conservation Authority in the amount of \$50,000 for their Watershed Plan update be approved subject to the accountability of project costs incurred and project completion, with funding to be provided from the Regional Land Acquisition Reserve Fund.
- P) The Region of Durham support the Toronto and Region Conservation Authority's 2018 application to the National Disaster Mitigation Program for \$400,000 in funding towards the Pickering and Ajax Dyke Remediation Environmental Assessment, Floodplain mapping update of the Duffins Creek watershed, and Hydrology update for the Petticoat Creek watershed.
- Q) The special funding request from Lake Simcoe Conservation Authority in the amount of \$39,162 for the Scanlon Creek Operations Centre Renovation Project be approved subject to the accountability of project costs incurred and completion of the project, with funding to be provided from the Regional Land Acquisition Reserve Fund.
- R) A contribution of \$569,838 to the **Regional Land Acquisition Reserve Fund** be authorized to assist in financing requests for funding received from the five Conservation Authorities to acquire environmentally sensitive lands within the Region, based on eligibility criteria per the approved Regional Land Acquisition Reserve Fund Policy.

### **Special Contributions**

- S) The Oak Ridges Hospice of Durham Ltd. request for \$350,000 of capital funding for the construction of a residential hospice facility in Port Perry be approved, with the required financing from the Region's Hospital Reserve Fund; and further, that funds be released to the Oak Ridges Hospice of Durham Ltd. at the discretion of the Commissioner of Finance for the approved capital project as noted in the hospice request subject to the accountability of final capital costs reported upon completion.

### **Solid Waste Management 2018 Business Plan and Budget**

- T) The **2018 Business Plan and Budget for Solid Waste Management** at a net property tax requirement of \$42,733,000 be approved as detailed in the 2018 Solid Waste Management Business Plan and Budget.
- U) The **Solid Waste Management Capital Forecast for the period 2019 to 2027** in the amount of \$184,819,000 as detailed below be received for information purposes only and subject to additional future approvals.

SOLID WASTE MANAGEMENT TANGIBLE CAPITAL ASSET REQUIREMENTS (\$'000's)							
	Recommended	Forecast					Total
	2018	2019	2020	2021	2022	2023-2027	2019-2027
Landfill Remediation / Reclamation	-	3,269	700	550	150	2,150	6,819
Organics Management Plan	-	169,500	-	-	-	-	169,500
Seaton Waste Management Facility - Pickering	-	-	-	8,500	-	-	8,500
<b>TOTAL TCA REQUIREMENTS</b>	-	<b>172,769</b>	<b>700</b>	<b>9,050</b>	<b>150</b>	<b>2,150</b>	<b>184,819</b>

### **Durham Region Transit 2018 Business Plan and Budget**

- V) The **2018 Business Plan and Budget for Durham Region Transit** be approved at a total net property tax requirement of \$55,800,000, as detailed in the 2018 Durham Region Transit Business Plan and Budget.

- W) The **2018 Major Tangible Capital Assets Expenditure Program for Durham Region Transit** be approved in the gross amount of \$16,968,000 and the Capital Forecast for the period 2019 to 2027, (totalling \$297,421,000) as summarized below be received for information purposes only and subject to future approvals:

DURHAM REGION TRANSIT			TANGIBLE CAPITAL ASSET REQUIREMENTS (\$000's)											
			Recommended		Forecast									
	#	2018	#	2019	#	2020	#	2021	#	2022	#	2023- 2027	#	2019- 2027
Growth Related Vehicles	5	2,307	17	9,288	19	10,424	17	9,288	19	10,424	76	42,256	148	81,680
Replacement Vehicles	23	9,114	17	7,158	18	7,193	16	7,083	18	7,173	87	35,820	156	64,427
Bus Refurbishments	-	-	9	900	9	900	9	900	9	900	45	4,500	81	8,100
Facilities														
Indoor Bus Facility		4,250		-		50,500		-		-		37,300		87,800
Seaton		-		-		-		-		-		25,000		25,000
Raleigh		-		-		-		1,030		-		-		1,030
Other		34		203		-		12		-		25		240
sub-total - facilities		4,284		203		50,500		1,042		-		62,325		114,070
System Improvements		1,263		6,307		3,033		2,897		3,033		13,874		29,144
TOTAL TCA REQUIREMENTS	28	16,968	43	23,856	46	72,050	42	21,210	46	21,530	208	158,775	385	297,421

- X) Financing for the 2018 Capital Expenditure Program for Durham Region Transit in the gross amount of \$16,968,000 be approved as follows:

SOURCE OF FINANCING	2018 \$ (000's)
Property Taxes	1,184
Ontario Gas Tax Revenue	6,665
Development Charges	4,787
Public Transit Infrastructure Fund	3,045
Debentures	1,288
<b>Total Financing</b>	<b>16,968</b>

\* Table may not add due to rounding

### **Financial Management and Accountability**

- Y) **The Listing of 2018 Regional Fees and Charges**, as set forth in the 2018 Regional Business Plans and Budgets be approved and made available to the public and all applicable By-laws be amended accordingly.
- Z) Based upon the 2018 Regional Business Plans and Budgets as recommended herein, the Commissioner of Finance be authorized to set **2018 Regional Property Tax Rates for General Purpose, Solid Waste Management and Durham Region Transit** and approval be granted for the requisite By-laws.

- AA) **Capital project approval** be granted for expenditures and financing per the 2018 Capital Project Detail Forms within the 2018 Regional Business Plans and Budgets where contract awards are consistent with the Regional Budget Management Policy.
- BB) For any Regional program change or capital expenditure included within the 2018 Regional Business Plans and Budgets which is proposed to be financed in whole, or in part, from **Provincial/Federal subsidies or related revenues**, neither staffing, capital nor other related Regional expenditures be committed until such time as adequate written confirmation is received from the respective provincial/federal ministry to commit to the subsidy or related revenues (Committee of the Whole and Regional Council will be advised accordingly, consistent with the Regional Budget Management Policy).
- CC) All business case applications for subsidy or other related funding from senior levels of government or external organizations with respect to Region-operated programs be coordinated with the Region's Finance Department to ensure corporate financial accountability and requirements in expenditure management and financial reporting are met.
- DD) Funding totaling \$85,300 be approved within the 2018 Risk Management program of the Finance Department's 2018 Business Plan and Budget for **COMRA** (up to \$41,900) and the **Pickering Auxiliary Rescue Association** (up to \$43,400) to be administered by the Finance Department in consultation with the Durham Regional Police Service based upon services rendered..



**“NO CHANGE”**

EE) The reporting of the ‘**Impact of Excluded Expenses**’ for tangible capital asset amortization, post-employment benefits and solid waste landfill closure/post-closure expenses be adopted, per requirements under Ontario Regulation 284/09 of the Municipal Act 2001 and the Public Sector Accounting Board (PSAB).

**ESTIMATED IMPACT OF EXCLUDED EXPENSES  
ON ACCUMULATED SURPLUS  
FOR THE 2018 BUSINESS PLANS AND BUDGETS  
(\$000's)**

	<u>2017</u>	<u>2018</u>
	\$	\$
<b><u>PSAB Additions to Budget</u></b>		
Tangible Capital Asset Amortization	120,601	139,000
Post-Employment Benefit Expense	8,087	9,051
Landfill Closure/Post Closure - Increase in Liability	2,127	-
Liability for Contaminated Inactive Sites	-	-
Total PSAB Additions	<u>130,815</u>	<u>148,051</u>
<b><u>PSAB Reductions to Budget</u></b>		
Tangible Capital Asset Acquisition	(291,822)	(318,588)
Debt Principal Payments	(56,921)	(21,260)
Landfill Closure Costs - Decrease in Liability	-	(1)
Total PSAB Reductions	<u>(348,743)</u>	<u>(339,849)</u>
<b><u>Net Impact - (Increase) to Accumulated Surplus</u></b>	<u>(217,928)</u>	<u>(191,798)</u>

FF) In the event that the Restricted Acts after Nomination Day (as defined in the *Municipal Act*, 2001) should apply to the Region for the 2018 Municipal Election, Regional Council delegates authority to the Chief Administrative Officer and Treasurer, in consultation with the applicable Department Head to take action to make any expenditures or incur any liability that is deemed necessary but not included in the Region's 2018 Budget, and provided expenditures or liabilities are required to fulfil the obligations of maintaining and ensuring the appropriate continuity of the Regional operations, including Durham Region Transit and the Durham Regional Local Housing Corporation, and that any such actions taken shall subsequently be reported upon to Regional Council.

Such delegation shall be in addition to and notwithstanding the provisions of the Region's Purchasing By-law (By-law No. 68-2000, as amended) and the Region's Budget Management Policy. In addition, the provisions of Section 16.3 to 16.10 of the Budget Management Policy (Delegation of Authority during Recess of Regional Council) shall be extended to apply in the event that the provisions of the *Municipal Act*, 2001 with respect to Restricted Acts after Nomination Day apply to the Region in the 2018 Municipal Election as if such period were a recess of Regional Council.

**“REVISED”**

- GG) As required by Provincial Legislation for asset management planning purposes including reporting requirements for the Federal gas tax, development charge background studies, Provincial grant funding applications and long term financial plans, the Commissioner of Finance be the designated executive lead.
- HH) In order to ensure the continued financial sustainability in the delivery of municipal services across the Region and given that there may be a timing difference in the matching of taxable assessment growth and the related property tax revenue from the Seaton community with the budgeted Regional operating costs to service this community, it is recommended that:
- The estimated increase in assessment growth for Seaton in 2018, generating an estimated \$0.6 million in property taxes, be deferred **(Reserve Fund)** for consideration in 2019 in order to align taxation revenue with anticipated increases in Regional operating costs related to Seaton; and
  - A review to compare the anticipated Seaton-specific operating cost requirements with taxable assessment growth be undertaken annually as part of the Business Planning and Budget process to ensure the Seaton assessment growth is aligned with the related budgetary expenditures of Regional service requirements.

## 1. Highlights

- This report provides key recommendations regarding the 2018 Regional Property Tax Business Plans and Budgets for General Purposes, Solid Waste Management and Durham Region Transit. The 2018 Business Plans and Budgets and the recommendations herein represent the culmination of a significant effort by Regional staff to develop a budget that includes continued investment in the Region's strategic priorities while meeting the 2018 property tax guidelines approved by Regional Council (Report #2017-COW-202).

### **Recommended 2018 Budget**

	<b>2018 Increase (\$ millions)</b>	<b>Tax Impact (%)</b>
Police Service	5.79	0.93
Durham Region Transit	3.90	0.63
Conservation Authorities	0.55	0.09
Solid Waste Management	(0.75)	(0.12)
Regional Operations and Other	13.25	2.13
Special Contributions	(0.37)	(0.06)
	<hr/> 22.37	<hr/> 3.60
Assessment Growth – Budgetary		(1.80)
Seaton Growth – Deferral		0.10
Property Taxpayer Impact		<hr/> 1.90 <hr/>

- The following table summarizes the Region of Durham's 2018 gross and net property tax budget. A more detailed schedule outlining the 2018 gross and net property tax and user rate budgets with prior year comparators is provided in Attachment #1 to this report.

### Recommended 2018 Budget

	<b>Gross Expenditures (\$000's)</b>	<b>Net Property Tax (\$000's)</b>
<b>Police Service</b>	<b>215,726</b>	<b>198,916</b>
<b>Durham Region Transit</b>	<b>100,001</b>	<b>55,800</b>
<b>Public Transit Infrastructure Fund</b>	<b>3,042</b>	<b>-</b>
Roads and Bridges	184,979	85,079
Solid Waste Management	70,151	42,733
<b>Public Works</b>	<b>255,130</b>	<b>127,812</b>
Public Health	52,723	18,292
Paramedic Services	51,304	27,332
Long-Term Care	108,092	43,814
Social Housing	70,780	38,118
Social Assistance	120,951	18,606
Children's Services	78,859	9,116
Family Services	6,605	5,374
<b>Health &amp; Social Services</b>	<b>489,314</b>	<b>160,652</b>
Governance & Administration	65,285	36,738
Planning & Economic Development	9,930	8,885
Emergency Management & 9-1-1	5,215	4,486
<b>Other Regional Services</b>	<b>80,430</b>	<b>50,109</b>
Outside Agencies	21,516	21,515
Other Regional Services	29,656	29,656
<b>Outside Agencies and Other</b>	<b>51,172</b>	<b>51,171</b>
<b>Property Tax Supported Services - Total</b>	<b>1,194,815</b>	<b>644,460</b>

- The recommended 2018 Regional Business Plans and Budgets represents a net property tax budgetary increase of 1.9 per cent or approximately \$50 for the Region-wide average residential home after assessment growth.

- The 2016 and 2017 Budgets allocated a portion of the assessment growth to offset expected adjustments to the assessment base in the future as a result of the significant non-residential assessment appeals. The continuation of this provision in 2018 will help to mitigate against further taxation shifts to the residential sector.
- The recommended 2018 property tax increase of 1.9 per cent achieves an affordable tax increase for businesses and residential property owners, gives consideration to continued re-assessment increases being phased-in, provides funding to maintain existing levels of services with program enhancements in priority areas and invests in the Region's infrastructure.
- The \$22.99 million net budgetary increase in 2018 is the result of both base and program changes. The 2018 base budget changes include pricing inflationary, contractual and economic increases in addition to the annualization of the enhancements approved by Regional Council within the 2017 Budget.
- Details on the various annualization impacts in the 2018 budget for items approved as part of the 2017 budget include:
  - Annualization of 46 positions, 36 approved in the 2017 budget and 10 approved in-year due to Provincially funded programs. The net impact of these new positions on the 2018 budget is \$2.19 million.
  - Durham Region Transit service plan enhancements on the conventional route network at a net cost of \$1.19 million in 2018 (this includes approximately \$120,000 in annualized staffing costs for two new operators also included in the annualized staffing costs above).
  - Annualization of the operating costs for the new Raleigh Maintenance Facility opened in June 2017 at a net increase cost of \$230,000 in 2018.
  - Annualization of Sunderland Paramedic Station \$815,000 (including \$757,000 in paramedic staff costs captured in the position annualizations summarized above).
- The recommended 2018 Business Plans and Budgets accommodate the following:
  - Additional 50 new positions (refer to New Positions Schedule) at a cost for 2018 of \$2.55 million (\$5.10 million annualized).
  - Transit increases for conventional service enhancements (\$0.5 million), and the provision of \$17.0 million in capital requirements (replacement buses, growth related vehicles, system improvements, preliminary costs for an indoor bus storage facility).
  - As indicated in the Multi-Year Economic and Financial Forecast: 2019-2022 and Guidelines for the 2018 Regional Business Plans and Property Tax Budget Report 2017-COW-202, a financing plan to advance the use of the Federal gas tax funds has been developed in order to address the most critical road rehabilitation needs.

- In addition to the 2018 Construction of Municipal Services for Roads/Bridges of \$85.6 million, the additional \$7.2 million (federal gas tax \$4.8 million; roads rehabilitation reserve fund \$2.4 million), for critical road rehabilitation needs, brings the total 2018 Roads Capital Program to \$92.8 million, an increase of \$11.7 million from 2017.
- The Construction of Municipal Services for Roads/Bridges of \$85.6 million, includes \$7.4 million for bridges, \$27.7 million for road expansion projects, \$26.0 million for Road Rehabilitation; \$11.7 million for Highway 407 related works; \$5.1 million for property acquisitions for BRT; and \$7.8 million for Traffic Control and other items.
- Waste Composition Study - In light of the impending and significant legislative changes to the blue box and organics program, the 2018 budget includes funding for a Waste Composition Study. The total cost of the study is \$1.306 million which is partially offset by potential savings in haulage and disposal costs for the 8,818 tonnes being redirected from the Durham York Energy Centre (DYEC), leaving a net cost of \$442,000 for the study. This study will provide key current data to inform the current organics management study and plan implementation. Through the pilot, the Region would confirm the current composition of its single family and multi-residential mixed waste, receive key data on 2018 organics capture rates, and the rate of probable contamination and unmarketable wastes.
- Paramedic Services budget provides for staff to extend coverage on a 16 hour paramedic services vehicle to 24 hours effective July 1, 2018 at an estimated cost of \$274,000 (annualized cost \$548,000) and facility maintenance, replacement of equipment, vehicles and defibrillators (\$3.32 million).
- The 2018 budget for Public Health has been restated to align with the new Standards for Public Health Programs and Services that were effective January 1, 2018. The 2018 budget includes investments in six positions, including a By-law Enforcement Officer to address the new mandate and increase enforcement under the Smoke Free Ontario Act; a Public Health Inspector to respond to increased provincial requirements to follow-up, track, disclose and report on emerging diseases; and a Public Health Inspector for Food Safety to respond to changes in protocols and legislation, complaints and an increased number of food establishments.
- Investing an additional \$100,000 for financial empowerment and poverty reduction activities within the Social Investment Fund program, bringing the total funding for these activities to \$200,000. This fund will provide additional supports that help to address child poverty in Durham by investing in financial empowerment activities for families experiencing poverty and low income.
- \$1.06 million increase in CHPI funding – further investment of \$1.21 million in partnered agencies to assist households to obtain and/or retain housing including emergency shelter solutions, housing and related supports, services and supports and homelessness prevention. In addition a new program assistant will provide support to align strategic objectives of CHPI with the Durham Region Long-Term Affordable Housing Strategy.

- \$10.1 million in additional provincial subsidy to support and expand child care and related early learning programs in Durham. As a result of this increased funding, the wait-list for Child Care Fee Subsidy has moved from 12 months reported in 2017 to 2 months.
  - Establishment of a Privacy Management program, in Legislative Services, including developing a privacy management and accountability framework, integrate privacy practices into daily operations throughout the Region, promote privacy awareness and establish key performance indicator to measure the program's success. (\$255,000 – includes three new full time staff members and office renovations).
  - Conservation Authority – \$200,000 in additional funding for land management costs and up to \$264,162 in funding for one-time special funding requests.
  - Continued investments in equipment, energy conservation, and infrastructure and technology improvements.
  - Investment in staffing resources for Durham Region Police Service (DRPS) by reducing the Uniform vacancy rate from 5.9 FTE to zero, hiring two additional uniform members for the Diversity, Equity and Inclusion Office, two civilian positions and increasing part-time staffing. Funding for the first half year of the one year body worn camera pilot and continued investment in capital are also provided for in the 2018 DRPS budget.
- Annual reviews of fees and charges are undertaken to ensure fees are updated where possible to keep pace with the increasing costs of providing Regional Services to a full cost recovery methodology. Impacts to 2018 Business Plans and Budgets include both the annualization of 2017 and new 2018 increases in fees and charges. Finance Staff in consultation with all departments continue to review fees and charges to ensure appropriate cost recovery and maximization of revenue.

### 1.1 Known Future Fiscal Pressures

- Known and significant financial pressures to be financed over the forecast period include:
  - Staff annualization costs of the 50 new staff positions recommended in the 2018 budget adds approximately \$2.54 million to the budget in 2019.
  - Transit service plan forecasts for the next nine years highlight the need for an incremental 474,858 hours of services at a net cost increase of \$42.9 million over the nine years (annual average of \$4.8 million). The increased cost to DRT under the new PRESTO agreement forecasted to reach between \$2.1 and \$2.9 million annually between 2021 to 2027, coupled with the Region's portion of the pending PTIF 2 projects and resulting operating impacts will place significant pressure on the tax levy over the forecast period.
  - Road rehabilitation needs identified over the forecast period (2019 – 2027) is approximately \$339.6 million.
  - Growth related road expansion projects over the forecast period (2019 – 2027) total approximately \$591.6 million.

- Regional road improvements required to accommodate the Highway 407 east extension are estimated to cost \$51.9 million.
- Bridge and structure rehabilitation and replacement needs have been identified at approximately \$72.3 million over the forecast period (2019 – 2027).
- Facility expansions over the next 10-year period to provide services for a growing and more diverse population and meet the current and future staffing requirements to service these demands (i.e. Paramedic Services, Public Health, Social Services, Transit, Police Service and Regional Headquarters). The financial impact of these facilities include future debt servicing costs and an increase in operating costs to maintain the new facilities.
- Police capital and related debenture servicing requirements which are anticipated to increase from \$12.2 million in 2018 to \$21.2 million by 2027 for new and renewed police facilities.
- Transit debt servicing requirements are projected to increase from \$1.0 million in 2018 to \$10.5 million in 2024 for new facilities over the forecast period.
- Aging social housing projects with significant capital requirements and time-limited senior government funding levels over the forecast period.
- Future funding commitments related to the Solid Waste Management Program including future remediation costs related to the Region's seven closed landfill sites and the potential new organics management plan to increase organic waste diversion.
- Long term financial planning, through asset management studies, will consider asset replacement, rehabilitation and/or renewal needs. Balanced investment timing for growth related and existing assets will assist in ensuring affordable capital investments over the forecast period, as well as affordable maintenance and replacement schedules into the future.
- The outstanding assessment appeals at the Assessment Review Board (ARB) involve a total of \$7.8 billion in Durham Region assessment. Of these assessment appeals, it is estimated under a medium risk scenario that the Region has the potential to lose \$11.6 million in Regional taxes. In addition, with the 2016 reassessment, the majority of the non-residential properties have appealed their 2017 assessment.
- The Region has benefited from the Ontario Works and Court Security Upload. This incremental provincial funding has provided the Region will some flexibility to invest in its priorities while minimizing the property tax increases. The final year of the upload is 2018.

- In addition to the known commitments that the recommended 2018 business plan will impose on the 2019 property tax requirements and the identified pressures above, Council needs to maintain the necessary financial flexibility to respond to unforeseen program expenditures, reductions in provincial subsidies or financial and economic risks. This flexibility also provides the opportunity for the Region to continue to leverage senior government funding to address priority infrastructure needs.

## 1.2 Risks, Pressures and Uncertainty

- There are numerous risks, pressures and uncertainties that the Region faces in pursuing the achievement of its strategic direction and in the successful delivery of its programs and services.
- In addition to operating risks, the Region faces many strategic risks arising from changes in legislation and regulation, policy changes, uncertainty and the sustainability of senior government funding and subsidies.
- The Region of Durham is able to mitigate many of the above risks through prudent long-term financial planning. This was recently recognized by Moody's Investors Services, as part of the Region's bond rating review.

### Policy/Legislative Risks

- Climate change impacts on Regional infrastructure and impacts from Provincial policies and programs.
- Waste Free Ontario Act, 2016 - the new Act transfers full responsibility for these programs to producers, with no legislative role defined for municipalities. The transition has risks, including: cost recovery, potential stranded assets and service delivery.
- Effective January 1, 2018, the Ministry of Health and Long-Term Care has implemented a modernization of the Ontario Public Health Standards. The new Standards for Public Health Programs and Services include 12 standards, population health and program outcomes, and both standardized and variable requirements. The new standards include Health Equity, Effective Public Health Practice and School Health. These new standards impact what and how services are delivered. To date, the Province has not provided clarification on how provincial funding may be adjusted in recognition of the new standards.
- Long-Term Affordable Housing Strategy - Provincial strategy, updated in March 2016, aims to transform the housing system in Ontario with specific goals of ending homelessness and increasing the supply of affordable housing, with no commitment to providing long-term, sustainable provincial funding.
- No long term predictable, sustainable funding under the National Housing Strategy to address capital funding for affordable housing and funding for critical rehabilitation needs of existing stock.



- Conservation Authorities Act Review – outstanding concern for Durham is the lack of commitment from the Province for a predictable, sustainable source of funding and the lack of a consistent reporting process. With the passing of Bill 183 in December 2017, the Province has the opportunity to introduce regulations governing how capital and operating costs are apportioned by CAs to participating municipalities as well as the process by which participating municipalities could appeal apportionment decision.
- Comprehensive Municipal Review for next Official Plan and Changes to Intensification Targets - Municipalities have been planning infrastructure based on the population and density targets of the current growth plan. An increase in density targets may have significant financial implications related to infrastructure.
- In addition to the above, other legislative/policy initiatives that pose uncertainty and related risks to the Region surround the implications of the Police Services Act review, Provincial Poverty Reduction Initiative, Outcomes for Provincial Income Security Reform and Working Group, Basic Income Pilot, potential transition of Public Health to Local Health Integration Networks; Ambulance Act Review, and the Public Inquiry into Safety and Security of LTC system.

#### Funding/Revenue Risks

- Assessment Appeals – Property tax assessment appeals continue to represent material risk to the Region. There still exists outstanding appeals from previous reassessment cycles in addition to recently launched appeals for the current reassessment to 2016 values. The previous two reassessment cycles (2008 and 2012) have estimated tax losses almost double the 2005 reassessment cycle. Based on the valuation changes witnessed in the current reassessment for taxation years 2017 to 2020, it is unlikely that municipal assessment at risk will decrease in the near term.
- Police Grant Consolidation – As part of strategy for a Safer Ontario, the Province has indicated that they will be moving towards an outcomes – based funding model. The new funding model consolidates existing funding under the PAVIS/DRAVIS, SCOPP and CPP programs, into a single grant. Expectation is that the new single grant amount may be lower than the sum of the existing funding.
- Application based funding, while posing a financial opportunity, also places pressure on the Region to match funding, fund ineligible costs and provide staff resources required for project submissions, project delivery and administrative reporting requirements. There can also be financial risk if projects are not completed by the dates set out in the contribution agreements leaving the Region to fund 100 per cent of the uncompleted portion.
- Increases to fees and charges to ensure special fees result in full cost recovery for special services provided.

- The following chart summarizes the direct and immediate finance costs of shifts in several risk variables including revenue, expenditures and subsidies:

Risk Component	Sensitivity Assumption	Estimated Impact (\$)
<b>Revenue</b>		
Property Taxes	0.1 per cent <u>decrease</u> in weighted assessment growth	644,000
Assessment Review	1 per cent <u>decrease</u> in commercial weighted assessment	804,000
Board Decisions	1 per cent <u>decrease</u> in industrial weighted assessment	190,000
Development Charges (excluding water and sewer)	100 single detached residential units <u>decrease</u>	1.1 million
Waste Diversion	1 per cent <u>decrease</u> in recyclable revenues	52,000
DRT Fare Revenue	1 per cent <u>decrease</u> in DRT total fare revenue	216,000
<b>Expenditure</b>		
Debt Charges	1 per cent <u>increase</u> in interest rates	3.9 million
Electricity	5 per cent annual price <u>increase</u> (existing rate structures)	294,000
Natural Gas	5 per cent annual price <u>increase</u> (existing rate structures)	71,000
Gasoline	1 cent price <u>increase</u> per litre	30,000
Diesel	1 cent price <u>increase</u> per litre	87,000
Winter Maintenance	1 per cent <u>increase</u> in expenditures	48,000
<b>Subsidy</b>		
Public Health	1 per cent <u>decrease</u> in mandatory program funding	253,000
Paramedic Services	1 per cent <u>decrease</u>	225,000
Long-Term Care	1 per cent <u>decrease</u>	429,000
Child Care	1 per cent <u>decrease</u>	651,000

**Notes:**

1. Diesel and gasoline prices include all Regional fleets (e.g. Police, Transit, Paramedics, and Works).
2. Commodity costs (i.e. electricity and natural gas) do not include Durham Regional Local Housing Corporation.

### 1.3 Financial Management and Planning

***“Durham’s very strong financial management practices further support the rating...Annual studies drive Durham’s long-term financial planning and feed into annual budgets, which we view as detailed and realistic.” – S&P Global Ratings, 2017***

- The scale, diversity and complexity of the Region’s services and the substantial infrastructure required to deliver these services requires ongoing financial flexibility and long term planning to identify and proactively respond to economic and environmental factors as well as legislative and regulatory changes and fiscal challenges. Regional Council achieves this through a combination of best practice financial management policies and effective longer term planning.
- This approach has enabled Regional Council to accomplish key priorities, such as investing in growth while maintaining low debt levels, funding improvements in infrastructure, investing in priority programs such as police and transit, leveraging provincial and federal funding programs and participating in energy and climate change initiatives.
- The Region also maintains financial flexibility allowing it to up-front finance nearly \$600 million in capital projects in past years thereby avoiding the use of debentures and the related estimated \$367 million in interest costs to property tax and user rate funded programs.
- Potential risks and costs beyond the control of the Region are mitigated with the General Levy Stabilization Reserve Fund. This allows Council to maintain the budget at normalized levels, rather than increasing taxes for extraordinary requirements such as energy and commodity price fluctuations, variable winter maintenance costs, litigation awards, provincial subsidy reductions, or other unanticipated financial requirements.
- Regional Council and staff continue to balance growth-driven requirements with infrastructure renewal and improved services. Evidence-based decision-making and business case analyses provide a disciplined approach for prioritizing the various pressures facing the Region.

### 1.4 Conclusions

- The 2018 Business Plans and Budgets recommendations for property tax supported programs are lower than the guideline adopted by Council in October 2017 (2.25%) and represents a net property tax budgetary increase of 1.9 per cent or approximately \$50 for the Region-wide average residential home after assessment growth. The increase provides funding for the budgetary base changes required to continue with the existing service levels as well as the recommended priority program changes to respond to key program needs, legislative changes and requirements, and provide for continued investment in the Region’s infrastructure.

- The 2018 Business Plans and Budgets reflect and respond to the current economic context. They address changing legislative and regulatory requirements, increasing program requirements, changing demands for programs and services, inflationary and economic pressures while ensuring taxpayer affordability, and taxpayer competitiveness given the continued reassessment impacts faced by a large number of property taxpayers in 2018.
- The 2018 business plans reflect the necessary fiscal discipline expected by Durham's residents and the business community. Durham Region staff will continue to explore efficiencies and, where required, phasing or deferring program changes or capital works to ensure tax payer affordability and competitiveness.
- At the same time, fiscal sustainability is paramount and is being achieved through the Region's consistent commitment to support of financial policies and long term financial planning that maximizes the up-front financing of capital infrastructure projects, minimizes debt issuance, maintains adequate funding for risk mitigation and unforeseen expenditures, maintains manageable property tax and revenue based rate increases and ensures accountability to property taxpayers.

#### 1.5 Detailed 2018 Regional Business Plans and Budgets

- Detailed 2018 Regional Business Plans & Budgets for Property Tax Purposes are available on-line through the link provided on the February 6 and 7, 2018 Committee of the Whole Agenda or in hard copy by contacting the Finance Department at (905) 668-7711 ext. 2303.

Original Signed By

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R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee:

Original Signed By

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G.H. Cubitt, M.S.W.  
Chief Administrative Officer

## DETAILED REPORT

### 2. Background

- This report provides key recommendations regarding the 2018 Regional Property Tax Business Plans and Budgets for General Purpose, Durham Regional Police Service, Durham Region Transit and other agencies funded by the Region.
- Significant staff efforts by all departments have been required to achieve a 1.9 per cent property tax increase, after consideration of estimated net assessment growth. The recommended business plans and budgets have been informed by the considerable business planning by Council which includes the annual Asset Management Study; Long Term Servicing and Financing Studies for Transportation, Waste Management, Social Housing and Transit; and the annual Strategic Property Tax Study.
- The Council approved 2018 Property Tax Guidelines were based upon comprehensive analyses of Departments' and outside agencies' submissions in the context of the current economic environment, as noted in Report #2017-COW-202, the Region's annual Multi-Year Economic and Financial Forecast (2019-2022) and Guidelines for the 2018 Regional Business Plans and Property Tax Budget.
- The various 2018 Regional servicing and financing studies have emphasized the need for continued phased strategic infrastructure investment. The recommended business plans and budgets accommodate the economic increases, the continuation of existing service levels and programs and provide for the financing of strategic capital projects and Regional Council priority programming needs.

### 3. Business Planning Cycle

***“The Region’s forward looking financial planning for operating and capital plans allow it to identify and address anticipated pressures early on.” – Moody’s Investors Service, 2018***

- The Region's Strategic Plan supports and informs each phase of the Region's annual business planning cycle. The cycle begins with the preparation of a multi-year economic and financial forecast and a ten-year capital plan. This plan identifies the multi-year operating and capital pressures, risks, and available funding for each major program area. The forecast provides the basis for setting the current year's budget guideline.
- The Asset Management Plan provides key information and metrics on the Region's assets and informs the Region's infrastructure planning throughout the annual business planning cycle.
- Servicing and financing studies are prepared for each of the Region's major service delivery areas, providing information on long-term operating and capital pressures, available financing, and environmental scans and risks in each area.

- The annual business plans and budgets:
  - Are aligned with the Region of Durham's 2015 – 2019 Strategic Plan and reflect and respond to the priorities in the Plan.
  - Articulate Regional goals, objectives and strategies, indicating how the plans achieve these and how the funding requested specifically enables them.
  - Follow industry best practice by assessing the long-term implications of the proposed business plans and capital asset forecasts.
  - Plan for ongoing financial commitments to maintain, replace or improve capital infrastructure assets.
  - Incorporate performance measures for the assessment of program effectiveness and efficiency in achieving objectives and desired outcomes.
  - Ensure proper, accountable and transparent disclosure of all relevant financial information.

#### **4. 2018 Regional Property Tax Impact**

- The 2018 Regional Business Plans and Budgets for Property Tax Purposes provide funding for the following program areas:
  - Regional Operations (including Solid Waste Management);
  - Durham Regional Police Service;
  - Durham Region Transit;
  - Provincial Download Services Cost (mainly Social Housing and MPAC);
  - Conservation Authorities; and,
  - Special funding contributions.
- The 2018 Business Plans and Budgets continue Durham's adherence to financial management best practices. These principles are recognized as core to the Region's long standing Triple A credit rating, and include support for low, manageable levels of debt through up-front capital financing, and the conservative and prudent use of the Region's reserve funds.
- The Business Plans and Budgets also advance the accountability and transparency of the Region's budget reporting and operations by aligning funding decisions with the priorities identified in the Region's strategic plan, and measuring outcomes through various performance measurement programs including MBNCanada, and adhering to Public Services Accounting Board changes, including the reporting of capital assets.
- The recommended 2018 Regional Business Plans and Budgets maintain current service levels without reductions to existing programs; address critical infrastructure and program needs; meet and respond to changes in legislation and regulations; position the Region to respond to future pressures; and provide strategic investments to address Regional Council priority initiatives.

#### 4.1 Durham Regional Police Service

- The recommended 2018 Business Plan and Budget for the Durham Regional Police Service, in the amount of \$198.9 million, represents a net expenditure increase of 3.0 per cent, or \$5.8 million compared to 2017 (a 2018 Property Tax impact of 0.93 per cent).
- The 2018 Business Plan and Budget includes the following investment in staffing resources for Durham Regional Police Service:
  - An increase in the authorized strength from 871 to 873 for a Sergeant and Constable for the Diversity, Equity and Inclusion Unit;
  - An increase of two new full time civilian positions, a Facilities Interior Designer and Fleet Technician;
  - An increased investment in part-time staff (5.5 full time equivalents) with the majority (3.4 full time equivalents) for the first half year of the one year Body Worn Camera Pilot; and which will take place over budget years 2018 and 2019; and
  - A further reduction of the Uniform member vacancy rate from 5.9 FTE in 2017 to zero in 2018.
- The 2018 budget includes \$683,000 for the first six months of the Implementation of a Body Worn Camera Pilot project. The total pilot is estimated at \$1.22 million with the remaining spending in the 2019 budget year.
- The provincial upload of the court security funding of \$567,000.
- The 2018 capital budget for Durham Regional Police Service includes property tax funded capital purchases of \$3.6 million for vehicle, equipment purchases, and facility maintenance and renewal.

#### 4.2 Durham Region Transit

- The recommended 2018 Business Plan and Budget for Durham Region Transit (DRT), in the amount of \$55.8 million, represents a net expenditure increase of 7.5% per cent, or \$3.9 million compared to 2017.
- The budget is based on 10.48 million riders in 2018 (2.5 per cent increase over 2017 projected actuals), and equivalent to 2017 budgeted ridership on the strength of the planned service enhancements and ridership improvement initiatives.
- The proposed 2018 DRT Business Plan and Budget provides for the following annualization costs from 2017:
  - Annualization of the 2017 service changes on the conventional route network at a net cost of \$1.19 million in 2018.
  - Annualization of the operating costs for the new Raleigh Maintenance Facility at a net increased cost of \$230,000 in 2018.
  - Annualization of two new positions approved in the 2017 budget.

- The proposed 2018 DRT Business Plan and Budget also provides for the following:
  - Seven new conventional operator positions (\$330,000 in 2018; \$660,000 annualized);
  - 10,523 new service hours in 2018, partially offset by a reduction of 5,220 hours due to optimization to begin in April, and July at a net cost of \$499,651 in 2018 (annualized cost of \$1.05 million);
  - Three new permanent full time positions at a 2018 cost of \$187,000 (annualized cost of \$374,000);
  - Capital investments totaling \$16.97 million that include new growth vehicles (4 conventional buses, 1 service vehicle), vehicle replacements (16 conventional, 4 specialized, 3 service vehicles), smart technology replacements/upgrades and the purchase of property for a new indoor bus storage facility;
  - Adjustments to route maintenance costs for snow and ice clearing, and garbage pick-up to reflect historical actuals of recent years (\$464,000) and increased costs for shelter cleaning, which was previously provided under the shelter advertising contract (\$140,000);
  - Increase in PRESTO transaction fees as per the new PRESTO agreement (\$311,000);
  - One-time revenue share payment under previous shelter advertising contract (\$385,000);
  - Increase in shelter advertising revenue under new agreement (\$408,000);
  - Limited fare increases are proposed to encourage ridership growth (\$107,000); and
  - Annualization of 2017 U-Pass rate increase as well as the approved increase in the U-Pass rate to \$135 from \$127 per student per semester effective September 2018 and increased enrolment (\$458,000).

#### 4.3 Regional Operations

- In total, there are 50 new positions in various departments (refer to New Staffing schedule) at a cost of \$2.55 million (\$5.10 million annualized). These positions:
  - support changes in provincial policy and programs in social services and health;
  - expand paramedic coverage;
  - address corporate support and administration requirements; and
  - respond to continuing service demand increases.



- The recommended 2018 Business Plans and Budgets will allow the following initiatives to move forward:
  - In addition to the 2018 Construction of Municipal Services for Roads/Bridges of \$85.6 million, an additional \$7.2 million (federal gas tax \$4.8 million; roads rehabilitation reserve fund \$2.4 million), for critical road rehabilitation needs, bringing the total 2018 Roads Capital Program to \$92.8 million, an increase of \$11.7 million from 2017;
  - The Construction of Municipal Services budget of \$85.6 million will advance the following priority Regional road and bridge projects:
    - \$27.7 million for road expansions (excluding Highway 407 and BRT related projects) including:
      - \$9.0 million to widen Harmony Road from four to five lanes from Rossland Road to Taunton Road in the City of Oshawa;
      - \$3.0 million to reconstruct the intersection at Regional Road 12 and Lake Ridge Road to a single lane roundabout in the Township of Brock;
      - \$2.8 million to realign and widen Victoria Street from south Blair Street to west of Thickson Road in the Town of Whitby; and
      - \$1.3 million to improve the intersection of Townline Road and Pebblestone Road in the Municipality of Clarington and the City of Oshawa.
    - Road rehabilitation work of \$26.0 million, including \$9.0 million for Lake Ridge Road (1.6 km north of Highway 7 to south of Concession 9) in the City of Pickering and Town of Whitby, \$8.4 million for Regional Road 57 (south of Concession Road 3 to 0.13 km north of Concession Road 4) in the Municipality of Clarington, and \$2.5 million for Simcoe Street (Beech Street to Reach Street) in the Township of Scugog;
    - \$7.4 million in funding for bridge and structure rehabilitation and replacement work, including \$2.7 million for Gamebridge Bridge in the Township of Brock and \$2.5 million for the Region's share of costs for the Uxbridge Brook Culvert Replacement;
    - \$11.7 million in road project costs to continue to accommodate the extension of Highway 407, including \$10 million for Simcoe Street from north of Conlin Road to Winchester Road in the City of Oshawa;
    - \$5.1 million for property acquisitions to prepare for future BRT related road expansion and improvement work along Highway 2; and
    - \$7.8 million for traffic control and other transportation related projects.

- Paramedic Services budget provides for extending coverage on a 16 hour paramedic services vehicle to 24 hour effective July 1, 2018 at an estimated cost of \$274,000 (annualized cost \$548,000) with 4 new staff and facility maintenance, and equipment and vehicle replacements including nine ambulances (\$1.71 million), two emergency response vehicles (\$152,000), one management support vehicle (\$42,000) and 50 defibrillators (\$1.16 million).
- The 2018 budget for Public Health has been restated to align with the new Standards for Public Health Programs and Services that were effective July 1, 2018. The new Standards include 12 standards, population health and program outcomes and both standardized and variable requirements. The new standards include Health Equity, Effective Public Health Practice and School Health. These new standards impact what and how services are delivered.
- Investing an additional \$100,000 for financial empowerment and poverty reduction activities within the Social Investment Fund program, bringing the total funding for these activities to \$200,000. This fund will provide additional supports that help to address child poverty in Durham by investing in financial empowerment activities for families experiencing poverty and low income.
- Advance key actions from the Affordable and Seniors' Housing Task Force (Report #2017-COW-249) including developing a surplus land inventory of publically owned surplus land in Durham Region; providing a forum to investigate planning issues; investigating property standards; and building a public awareness campaign for affordable rental housing and seniors' housing needs and choices. This work will result in the creation of more affordable rental housing for low and moderate-income households, as well as provide more housing choices for seniors living in Durham Region. This work will further inform the 2018 update of "At home in Durham, the Durham Housing Plan 2014 – 2024" including the development of outcomes and performance measures.
- \$1,059,296 increase in CHPI funding – further investment of \$1,206,360 in partnered agencies to assist households to obtain and/or retain housing including emergency shelter solutions, housing and related supports, services and supports and homelessness prevention. In addition a new program assistant will provide support to align strategic objectives of CHPI with the Durham Region Long-Term Affordable Housing Strategy.
- \$10.1 million in additional provincial subsidy to support and expand child care and related early learning programs in Durham. As a result of this increased funding, the wait-list for Child Care Fee Subsidy has moved from 12 months in 2017 to 2 months.
- Increase in operating and capital funding for the DRLHC.
- Waste Composition Study - In light of the impending and significant legislative changes to the blue box and organics program, the 2018 budget includes funding for a Waste Composition Study. The total cost of the study is \$1.306 million which is partially offset by potential savings in haulage and disposal costs for the 8,818 tonnes being redirected from the Durham York Energy Centre (DYEC) to the study (\$864,000), leaving a net cost of \$442,000 for the

study. This study will provide key current data to inform the current organics management study and plan implementation. Through the pilot, the Region would confirm the current composition of its single family and multi-residential mixed waste, receive key data on 2018 organics capture rates, and the rate of probable contamination and unmarketable wastes. This information will help inform the organic management strategy business case.

- Continued investment in growth planning and transportation planning studies and Economic Development initiatives.

#### 4.4 Federal Gas Funding Applied to Critical Road Rehabilitation Needs

- As indicated in the Multi-Year Economic and Financial Forecast: 2019-2022 and Guidelines for the 2018 Regional Business Plans and Property Tax Budget (Report 2017-COW-202), a financing plan to advance the use of the Federal gas tax funds has been developed in order to address the most critical road rehabilitation needs.
- Specifically, it is recommended that a financial plan to advance the use of a portion of the Federal gas tax funds in order to address the most critical road rehabilitation needs, as identified by the Works Department, be approved as follows:
  - The outstanding debt servicing payments related to the Durham York Energy Centre continue to be financed from Federal gas tax revenue until the internal loan obligations are met in 2020 with the 2018, 2019 and 2020 payments to be phased in order to permit \$4.8 million to be immediately dedicated to critical road rehabilitation needs; and
  - The following additional critical road rehabilitation capital projects be approved with financing from the Federal gas tax and the balance of \$2.4 million from the budgeted increase in the Regional Road Rehabilitation Reserve:
    - Liberty Street (Regional Road 14) from north of Concession 3 to Concession 4 in the municipality of Clarington, at an estimated cost of \$1,900,000 (current pavement condition rating of 15);
    - Regional Road 21 from Marsh Hill (approximately 3.5 km east of Lake Ridge Road) to Highway 12 in the Township of Scugog at an estimated cost of \$3,00,000 (current pavement condition of 13);
    - Regional Road 38 Whites Road from north Kingston Road to Finch Avenue in the City of Pickering at an estimated cost of \$1,300,000 (current pavement condition of between 24 and 30 for the various segments); and
    - Regional Road 8 from Mill Run Gate to 0.4 km west of 4<sup>th</sup> Concession Road in the Township of Uxbridge at an estimated cost of \$1,000,000 (current pavement condition of between 8 and 15 for the various segments).

- Given that the 2017 balloon payment for the Durham York Energy Centre (DYEC) was internally financed, it is possible to phase the remaining debt servicing payment over the time period 2018 to 2020 in order to access some Federal gas tax funding in order to address the most critical road rehabilitation needs. Based on current cash flow projections, it is estimated that approximately \$8 million in Federal gas tax revenue could be available to further address critical road rehabilitation needs in 2019 and \$10 million in 2020.

#### 4.5 Provincial Commuter Cycling Program

- On December 4, 2017, the Ontario Government advised that Durham Region's allocation of funding for the first year through the Ontario Municipal Commuter Cycling Program (OMCC), is \$2,216,952, as reported in Report 2018-INFO-06. This funding can be used to cover 80% of the eligible cycling costs, which leaves municipalities to cover the remaining 20% of the eligible cycling project costs.
- The OMCC Program is a four-year (2017-2020) Provincial funding program to increase investments in commuter-based cycling infrastructure across the province and reduce greenhouse gas emissions produced by the transportation sector.
- The OMCC Program provides only capital funding and does not provide funding for maintenance, operational costs or planning (other than development of cycling plans). Cycling projects can consist of new facilities, rehabilitation of existing infrastructure, or expansion of existing infrastructure (i.e., improving a facility that already exists).
- All OMCC Program cycling projects must be completed by December 30, 2020.
- In accordance with OMCC Program funding criteria, Durham Region's allocation of \$2,216,952 must be matched with \$554,238 in Regional funding (i.e. 20 per cent of total project costs), providing \$2,771,190 in total funding for OMCC Program funded cycling projects. The proposed 2018 Regional Business Plan and Budget includes the \$554,238 in matching Regional funding to advance cycling projects in Durham Region.

#### 4.6 Conservation Authority Funding

- The 2018 budget for Conservation Authorities includes \$5,815,856 for operations and \$1,653,229 for special benefiting projects for the Region's five Conservation Authorities.
- The 2018 funding for the York/Peel/Durham/Toronto Groundwater Management Initiatives is recommended to remain at \$175,000 to finance ongoing groundwater protection initiatives jointly funded by the Regions and the City of Toronto.
- In addition, four of the five Conservation Authorities submitted requests for special one-time funding for specific projects and initiatives for consideration:
  - Central Lake Ontario Conservation Authority (CLOCA) - \$100,000 – Update to CLOCA's Watershed Plan (Phase One of Two).

- CLOCA and Ganaraska Conservation Authority (GRCA) requested \$50,000 and \$25,000 respectively for their 2017 funding application to the National Disaster Mitigation Program (NDMP) for the joint Lake Ontario Shoreline Management Plan Update project.
  - GRCA - \$50,000 - Watershed Plan Update.
  - Lake Simcoe Region Conservation Authority (LSRCA) - \$39,162 – Scanlon Creek Operations Centre Renovation Project – this project is for the renovation of the Scanlon Creek Operations Centre to provide additional office space.
  - The above requests are recommended with funding from the Regional Land Acquisition Reserve Fund.
  - In addition Toronto and Region Conservation Authority (TRCA) has requested \$400,000 for the Pickering and Ajax Dyke Remediation Environmental Assessment, Floodplain mapping update of the Duffins Creek Watershed and Hydrology update for the Petticoat Creek watershed. TRCA is looking to submit an application in 2018 to NDMP for 50 per cent funding. It is recommended that the Region of Durham support TRCA's funding application.
- Funding for Land Management
    - In the 2016 Regional Business Plans and Budget Reports (2016-F-10), Council directed staff to review the Authorities' land holdings and land management funding models.
    - Staff have worked closely with the Conservation Authorities (CAs) to document details on each of the five CAs land holdings. Land management expenditures were also looked at as part of this comprehensive review. Due to the limitations and inconsistencies across the five CAs, it was not possible to get a clear, consistent and comparable picture of current expenditures on their individual properties within the Region of Durham.
    - A methodology was developed for allocating land management funding across the CAs that considers various aspects of the CAs properties affecting land management costs and funding including the use of the land (e.g. open, limited access, no access), land under management contracts and whether the property has revenue generating opportunities including outside sources of dedicated funding.

- It is recommended that an additional \$200,000 in funding be provided from the Regional Land Acquisition Reserve Fund to the five CAs for 2018 land management expenditures for properties within Durham Region as outlined in the following table. It is further recommended that the Region continue to work with the CAs to review the funding of land management activities, including financial reporting on the funding spent annually and associated outcomes as part of the CAs annual accountability reporting:

Central Lake Ontario Conservation Authority	\$85,000
Kawartha Region Conservation Authority	15,000
Ganaraska Region Conservation Authority	37,000
Toronto and Region Conservation Authority	41,000
Lake Simcoe Region Conservation Authority	22,000
<b>Total Conservation Authority Land Management Funding</b>	<b>\$200,000</b>

#### 4.7 Seaton Community

- Design of the water supply and sanitary sewer infrastructure required to support the development of Seaton is ongoing and a share of the linear and vertical infrastructure is under construction. As well, the construction of an interchange at Highway 407 and Whites Road is underway and anticipated to be completed by the end of 2018. The construction of the water supply and sanitary sewer infrastructure currently underway in Seaton will allow development within this community to commence in 2018/2019.
- It is anticipated that development of Seaton will commence prior to the construction of Regional facilities, including police, paramedic, health and social services, solid waste and transit services. Due to this difference in timing between development and the construction of Regional facilities within Seaton, the taxable assessment growth and property tax revenues in Seaton may not align with the anticipated increase in Regional operating costs specifically related to Seaton.
- Therefore, to ensure the continued financial sustainability of delivering municipal services across the Region, it is recommended that an annual review be undertaken as part of the Business Planning and Budget process to ensure that Seaton assessment growth is aligned with the related budgetary cost of Regional service requirements.
- Due to a change in tax classification on some of the Seaton lands, there is a small increase in assessment growth for Seaton in 2018, generating approximately \$0.6 million in property taxes. At the same time, there are no operating costs in the 2018 budget related to the servicing of Seaton. Therefore, in order to utilize this assessment increase to absorb future operating costs in Seaton, it is recommended that the \$0.6 million be deferred for consideration in 2019 in order to align taxation revenue with anticipated increases in Regional operating costs.

## **5. Fees and Charges**

- Regional staff conduct annual reviews of fees and charges to ensure appropriate cost recovery, maximization of revenues to the extent possible and at a minimum, that all fees are updated to reflect changing circumstances, including inflationary pressures and legislative compliance. As recommended in the Multi-Year Economic and Financial Forecast 2019 – 2022 (Report 2017-COW-202), further review of Regional fees and charges will continue to be undertaken by the Finance Department, in consultation with the departments, to ensure appropriate cost recovery.

## **6. Regulation 588/17 Asset Management Planning for Municipal Infrastructure**

- On December 27, 2017, Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure, under the Jobs and Prosperity Act, 2015 was released. The regulation prescribes the required asset management data, planning, and policies that must be completed and reported in the municipality's Asset Management Plan. The regulation also requires that municipality's asset management plans must be endorsed by the municipality's designated executive lead and be approved by Council.
- These new requirements will be phased in over the time period 2019 to 2024. The asset management requirements in the Development Charges Act (DCA) were also amended in order to provide that on July 1, 2024, the current transit development charge asset management requirements will be repealed and instead by subject to this new asset management regulation.
- In addition to these requirements, there are numerous other requirements for asset management information in grant funding applications; federal gas tax reporting and long-term financial plans.
- As well, the annual Asset Management Plan is a cornerstone of the Region's long-term business and financial planning process and prioritize activities in the economic and financial forecast, rates studies, detailed servicing and financing studies and detailed business plans and budget.
- The Region has taken significant steps annually over the last decade to enhance the Asset Management Plan and is very well positioned to meet the new asset management regulations. The interdisciplinary team of Regional staff will continue to advance the Region's Asset Management Plan in order to achieve all the new regulatory requirements.
- Accordingly, it is recommended that for the purposes of fulfilling the various legislative and administrative requirements for Regional Asset Management Plans, which include the development charge background studies, grant funding applications, gas tax reporting and long-term financial plans, the Commissioner of Finance be designated as the executive lead.

## 7. Regional Requirement Regarding Excluded Expenses Related to Tangible Capital Assets as Required by Ontario Regulation 284/09

- In June 2006, the Public Sector Accounting Board (PSAB) of the Canadian Institute of Chartered Accountants (CICA) approved revisions to Section PS 3150 of the Public Sector Accounting Handbook for the accounting of tangible capital assets (TCA) for local governments. The purpose of these revisions was to establish standards for the accounting treatment of tangible capital assets acquired by local governments.
- The Regulation requires municipalities to prepare a report for adoption by Council if a municipality excludes provisions in its annual budget for all or a portion of the following expenses:
  1. TCA Amortization Expenses;
  2. Post-Employment Benefits Expenses; and,
  3. Solid Waste Landfill Closure and Post Closure Expenses.
- Since the Region's 2018 Business Plans and Budgets exclude provisions for all or a portion of the expenses relating to amortization of Tangible Capital Assets, post-employment benefits and solid waste landfill closure and post closure, this report is provided as required by the Regulation.

### ESTIMATED IMPACT OF EXCLUDED EXPENSES ON ACCUMULATED SURPLUS FOR THE 2018 BUSINESS PLANS AND BUDGETS (\$000's)

	<u>2017</u> \$	<u>2018</u> \$
<b><u>PSAB Additions to Budget</u></b>		
Tangible Capital Asset Amortization	120,601	139,000
Post-Employment Benefit Expense	8,087	9,051
Landfill Closure/Post Closure - Increase in Liability	2,127	-
Liability for Contaminated Inactive Sites	-	-
Total PSAB Additions	<u>130,815</u>	<u>148,051</u>
<b><u>PSAB Reductions to Budget</u></b>		
Tangible Capital Asset Acquisition	(291,822)	(318,588)
Debt Principal Payments	(56,921)	(21,260)
Landfill Closure Costs - Decrease in Liability	-	(1)
Total PSAB Reductions	<u>(348,743)</u>	<u>(339,849)</u>
<b><u>Net Impact - (Increase) to Accumulated Surplus</u></b>	<u>(217,928)</u>	<u>(191,798)</u>



## **8. Budget Submissions to Meet Guideline**

- The departmental forecast submissions contained requirements in keeping with their strategic priorities and enhanced program and service levels. To meet the 2018 budget guideline, departments have modified their plans in order to permit a phased approach to continued service growth. The 2018 recommended budget will permit:
  - increased staffing levels in key program areas;
  - conventional transit service enhancements;
  - strategic investments in programs to address poverty reduction initiatives, housing and homelessness, ageing populations and childcare;
  - resources required to address the new Public Health Standards and various provincial policy and legislative changes in Public Health;
  - investment in the maintenance and renewal of the Region's existing infrastructure; and
  - continued investment in priority capital assets including Roads, Bridges, Waste and the new Sunderland Paramedic Station.
- The strategic objectives of Regional Council, including the reinvestment necessary for Regional assets, remain phased with significant capital investment required over the forecast period. At the same time, the fiscal challenges faced by local businesses and residents is addressed through a modest property tax increase.

## **9. Multi-Year Commitments: Impact on Future Budgets**

- The recommended 2018 budgets will have an impact on the 2019 property tax requirement in order to fully fund the annualized impact of the proposed enhancements to Regional program, such as:
  - 50 positions proposed in the 2018 budget (\$2.54 million in 2019);
  - 2018 Transit Service Plan enhancements (\$0.6million);
  - One-time Transit advertising revenue (\$0.4 million);
  - Police debt servicing requirements estimated to reach a high of \$21.2 million annually by 2027; and
  - Transit debt servicing requirements are estimated to increase from \$1.0 million in 2017 to a high of \$10.5 million in 2024 for the financing of transit facilities.

## **10. Risks/Uncertainties: Impacts Beyond the Region's Control**

- There are numerous risks, pressures and uncertainties that the Region faces in implementing strategic direction and in the successful delivery of its programs and services.
- In addition to operating risks, the Region faces many strategic risks arising from changes in legislation and regulation, policy uncertainty and the sustainability of senior government funding and subsidies.

- The Region of Durham is able to mitigate many of the above risks through careful long-term financial planning. This has been recognized by Moody's Investors Service, as part of the Region's bond rating.

***“The Region’s forward looking financial planning for operating and capital plans allow it to identify and address anticipated pressures early on.”***

### **Moody’s Investors Services – January 9, 2018**

#### **11. Conclusion: Maintain Sound Financial Management Practices and Long-Term Financial Planning**

- The recommended 2018 Regional Budgets and Business Plans are lower than the guideline established by Regional Council through the Multi-Year Economic and Financial Forecast and Guideline report.
- The recommended 2018 net property tax increase of 1.9 per cent maintains a balance for taxpayers while absorbing economic increases, annualization impacts, contractual obligations, and inflation. It provides for financing of strategic operating program and capital project investments while maintaining existing service levels.
- The bond rating agencies have consistently praised Regional Council's business planning. Its commitment to best practices in financial management policies and strategies is clearly shown in the maintenance of strong reserves, low and predictable levels of debt, up-front financing of significant major project costs; adherence to a “growth pays for growth” development charge policy; effective enterprise risk and asset management programs and disciplined long-term financial plans.
- Long term financial planning and risk management are key for ensuring a predictable capital program and reasonable debt levels. They allow sufficient financial flexibility to meet unforeseen challenges and access opportunities such as participation in senior government funding programs for infrastructure investment.
- Fiscal discipline will be crucial in maintaining financial flexibility and affordable taxes, in the face of continued pressure to expand program offerings, enhance service levels and increase debt levels.

**The Regional Municipality of Durham**  
**Summary Estimated Gross and Net Budget Expenditures**  
 (\$,000's)

	2017 Approved Budget		2018 Proposed Budget		Annual Change			
	Gross Expenditures	Net Tax or User Rate	Gross Expenditures	Net Tax or User Rate	Gross Expenditures		Net Tax or User Rate	
	(\$,000s)	(\$,000s)	(\$,000s)	(\$,000s)	(\$,000s)	%	(\$,000s)	%
<b>PROPERTY TAX SUPPORTED</b>								
<b>Police Service</b>	209,088	193,124	215,726	198,916	6,638	3.2%	5,792	3.0%
Durham Region Transit	95,660	51,900	100,001	55,800	4,341	4.5%	3,900	7.5%
Public Transit Infrastructure Fund	14,331		3,042	-	(11,289)	(78.8%)	-	
Roads and Bridges	163,723	81,096	184,979	85,079	21,256	13.0%	3,983	4.9%
Solid Waste Management	70,752	43,484	70,151	42,733	(601)	(0.8%)	(751)	(1.7%)
<b>Public Works</b>	<b>234,475</b>	<b>124,580</b>	<b>255,130</b>	<b>127,812</b>	<b>20,655</b>	<b>8.8%</b>	<b>3,232</b>	<b>2.6%</b>
Public Health	51,401	17,287	52,723	18,292	1,322	2.6%	1,005	5.8%
Paramedic Services	46,524	24,659	51,304	27,332	4,780	10.3%	2,673	10.8%
Long-Term Care	105,441	42,667	108,092	43,814	2,651	2.5%	1,147	2.7%
Social Housing	75,735	37,553	70,780	38,118	(4,955)	(6.5%)	565	1.5%
Social Assistance	118,781	20,892	120,951	18,606	2,170	1.8%	(2,286)	(10.9%)
Children's Services	58,329	9,199	78,859	9,116	20,530	35.2%	(83)	(0.9%)
Family Services	6,499	5,268	6,605	5,374	106	1.6%	106	2.0%
<b>Health &amp; Social Services</b>	<b>462,710</b>	<b>157,525</b>	<b>489,314</b>	<b>160,652</b>	<b>26,604</b>	<b>5.7%</b>	<b>3,127</b>	<b>2.0%</b>
Governance & Administration	57,309	30,952	65,285	36,738	7,976	13.9%	5,786	18.7%
Planning & Economic Development	9,720	8,786	9,930	8,885	210	2.2%	99	1.1%
Emergency Management & 9-1-1	5,081	4,352	5,215	4,486	134	2.6%	134	3.1%
<b>Other Regional Services</b>	<b>72,110</b>	<b>44,090</b>	<b>80,430</b>	<b>50,109</b>	<b>8,320</b>	<b>11.5%</b>	<b>6,019</b>	<b>13.7%</b>
Outside Agencies	21,062	21,062	21,516	21,515	454	2.2%	453	2.2%
Other	29,185	29,185	29,656	29,656	471	1.6%	471	1.6%
<b>Outside Agencies and Other</b>	<b>50,247</b>	<b>50,247</b>	<b>51,172</b>	<b>51,171</b>	<b>925</b>	<b>1.8%</b>	<b>924</b>	<b>1.8%</b>
<b>Property Tax Supported Total</b>	<b>1,138,621</b>	<b>621,466</b>	<b>1,194,815</b>	<b>644,460</b>	<b>56,194</b>	<b>4.9%</b>	<b>22,994</b>	<b>3.7%</b>
					<b>Less Assessment Base Growth</b>		<b>(1.8%)</b>	
					<b>Net Property Tax Rate Impact</b>		<b>1.9%</b>	
<b>USER RATE SUPPORTED</b>								
<b>Water Services</b>	134,626	101,501	182,584	106,390	47,958	35.6%	4,889	4.8%
<b>Sanitary Sewerage</b>	198,643	97,934	176,440	99,315	(22,203)	(11.2%)	1,381	1.4%
<b>User Rate Supported Total</b>	<b>333,269</b>	<b>199,435</b>	<b>359,024</b>	<b>205,705</b>	<b>25,755</b>	<b>7.7%</b>	<b>6,270</b>	<b>3.1%</b>
<b>All Regional Services Total</b>	<b>1,471,890</b>	<b>820,901</b>	<b>1,553,839</b>	<b>850,165</b>	<b>81,949</b>	<b>5.6%</b>	<b>29,264</b>	<b>3.6%</b>



## The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Finance  
Report: #2018-COW-21  
Date: February 6, 2018

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### **Subject:**

Amendment to Vehicle Advance and Casual Travel Reimbursement Rates

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### **Recommendation:**

That the Committee of the Whole recommends to Regional Council:

That the rates for reimbursement for the use of a personal vehicle while on Regional business be as set out in Attachment #1 to this report, effective January 1, 2018.

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### **Report:**

#### **1. Purpose**

- 1.1 The purpose of this Report is to update the rates for reimbursement for the use of a personal vehicle while conducting Regional business. The automobile reimbursement rates did not change in 2017 (see Report #2017-INFO-5) and had decreased in January 2016 (Report 2016-F-2).

#### **2. Background**

- 2.1 The Regional Council approved policy provides for reimbursement when an employee uses a personal vehicle while conducting Regional business.
- 2.2 Employees who are required to travel regularly as part of their job receive a monthly advance payment based on the range of kilometres expected to be driven during the year, with the payment adjusted at year end based on a reconciliation to actual kilometres driven. Other employees who travel less frequently using a personal vehicle receive reimbursement upon submission of a claim detailing the distance driven.

- 2.3 The reimbursement is based on a rate per kilometre that is considered to be fair and equitable.
- 2.4 The automobile reimbursement rates apply to all employees, appointed individuals and elected officials.

### **3. Amendment to Vehicle Reimbursement Rates**

- 3.1 To ensure that the reimbursement rates are reasonable, it has been Regional practice to keep the vehicle reimbursement rates in line with those approved by the Department of Finance (DOF) Canada for tax purposes.
- 3.2 In late December 2017, the DOF released the automobile reimbursement rates that they consider reasonable. For 2018, the reimbursement rates have been increased by one cent to 55 cents per kilometre for the first 5,000 kilometres driven, and to 49 cents per kilometre for each additional kilometre.
- 3.3 The attached Policy for Reimbursement for Use of a Personal Vehicle has been amended to reflect the increase in rates as announced by the DOF. The monthly advances for all categories and the casual travel rates have been amended to use \$0.55 per kilometre for the first 5,000 kilometres and \$0.49 per kilometre for travel beyond 5,000 kilometres.
- 3.4 The standby rate associated with the use of Regional vehicles remains at the rate of \$0.26 per kilometre.
- 3.5 The revised rates would be effective as of January 1, 2018.

### **4. Conclusion**

- 4.1 The revised rates for reimbursement for the use of a personal vehicle while on Regional business can be accommodated within the 2018 proposed budgets for General Purposes and the approved Water Supply and Sanitary Sewer budgets.

### **5. Attachments**

Attachment #1: Policy for Reimbursement for Use of Personal Vehicle

Respectfully submitted,

Original Signed By

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R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee

Original Signed By

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G.H. Cubitt, MSW  
Chief Administrative Officer

**REGION OF DURHAM****POLICY FOR REIMBURSEMENT FOR USE OF PERSONAL VEHICLE****2018 RATES (Effective January 1, 2018)****Casual Travel**

1. Employees who drive on a casual basis shall be reimbursed for occasional travel using a personal vehicle upon submission of a claim detailing the distance driven.
2. Reimbursements are calculated at \$0.55 per kilometre for the first 5,000 kilometres and \$0.49 per kilometre for each kilometre traveled beyond 5,000 kilometres.

**Monthly Advance System**

1. Employees who are required to use their automobile regularly to perform their duties for the Region shall receive a monthly advance payment based on the range of kilometres expected to be driven during the year.
2. The reimbursement rates for categories are as follows:

Category	Annual Kilometre Range	Monthly Advance
		\$
1	1,000 - 2,000	46.00
2	2,001 - 3,000	92.00
3	3,001 - 5,000	138.00
4	5,001 - 8,000	229.00
5	8,001 - 12,000	352.00
6	12,001 - 16,000	515.00
7	16,001 - 20,000	678.00
8	20,001 - 24,000	842.00
9	24,001 – 28,000	1,004.00
10	28,001 and over	1,168.00

3. Kilometre ranges are for the expected annual travel. Advances are issued for the minimum kilometres in the category range.
4. A year-end reconciliation is required for every employee receiving an advance. The adjustment for additional kilometres travelled or recovery of an overpayment will be completed no later than the end of February of the following calendar year. If an employee terminates employment, or is removed from the vehicle advance system during the year, the reconciliation is due at that time.
5. Where no travel records are received, the total amount of the advance will be recovered.
6. Advances will be paid on the second pay period of the month.
7. Reimbursement for use of a personal vehicle is for the kilometres traveled only while on Regional business. Parking costs and other travel expenses are reimbursed separately.

#### Standby

1. The rate for personal use of a Regional vehicle for travel to/from work and home while on standby shall be \$0.26 per kilometre.
2. No other personal travel using a Regional vehicle is permitted.



# The Regional Municipality of Durham Report

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From: Commissioner of Finance  
Report: #2018-COW-23  
Date: February 6, 2018

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**Subject:**

Confirmation of the Region's Triple "A" Credit Rating by Moody's Investors Service

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**Recommendation:**

That the Committee of the Whole recommends to Regional Council that the following report be received for information.

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**Report:**

**1. Introduction**

- 1.1 On December 8, 2017, staff of the Region's Finance Department met with representatives of Moody's Investors Service (Moody's) to review the credit fundamentals of the Regional Municipality of Durham and their impact on the Region's Triple "A" credit rating.
- 1.2 Based upon their recent review, Moody's has reconfirmed the Region's Triple "A" rating with a stable outlook.

**2. Highlights of Durham's Major Credit Strengths as Identified by Moody's**

- 2.1 According to Moody's, Durham's Triple "A" credit profile reflects its low debt burden, healthy reserves and reserve funds, and conservative fiscal management and budgeting practices. These strengths have culminated a track record of positive operating results, which provide the Region with financial flexibility to successfully manage near-term economic and fiscal challenges and uncertainties.

*"The Region's forward looking financial planning for operating and capital plans allow it to identify and address anticipated pressures early on."*

- 2.2 The Region continues to maintain a relatively low debt burden through its long-term financial planning process, and finances major program areas through a combination of modest and predictable annual tax, user rate and fee increases, with additional liquidity support from reserves and reserve funds when required. This disciplined approach has managed to keep Durham's current and future debt obligations affordable and is recognized by Moody's as a major credit strength.



*“The Region maintains considerable financial flexibility from substantial levels of liquidity from reserves and a debt burden that remains low when compared to other Canadian and international peers.”*

*“Although we expect that interest rates will continue to gradually rise over the next few years, Durham’s debt affordability will remain strong, supporting its credit profile.”*

*“While the level of debt will be higher than in the past, debt affordability will remain consistent with Durham’s Aaa rating, and we expect that the Region will successfully address its challenges through long-term fiscal planning.”*

- 2.3 Steady population growth in the Region will increase demand for municipal services and infrastructure that will require increased capital financing needs and borrowing requirements, as evidenced by the Region’s proposed ten-year capital plan. According to Moody’s, the Region’s prudent management of debt and adequate levels of liquidity will ensure that the Region will meet its financial obligations in a timely manner, while reducing financial risk.

*“The rating is pressured by a growing population which requires increased capital financing needs and rising debt...”*

*“A sustained loss of fiscal discipline leading to a significant increase in debt above projected levels, or a significant decline in operating results, leading to operating and cash financing deficits and a decline in liquidity, could lead to a downgrade in the Region’s rating.”*

*“Despite some pressures on liquidity from higher projected debt levels, we anticipate that the region’s liquidity profile will remain very strong in the medium term.”*

- 2.4 The Region adheres to best practices and proven financial management policies that have been long-supported by Regional Council for business planning purposes. For example, the Region’s ‘growth pays for growth’ development charges policy, up-front financing of major capital projects and maintenance of low and predictable levels of debt have established and sustained a track record of strong financial results and strong debt affordability, which are viewed as major credit strengths by Moody’s.

*“The Region utilizes multi-year operating and capital planning, including 10-year capital plans which are updated annually. Management adheres to conservative investment and debt policies, limiting the regional municipality’s exposure to market-related risks and ensuring relatively smooth and predictable debt service costs. These financial management measures are also supported by comprehensive, transparent and timely financial reporting that is typical of governments in advanced industrial countries.”*

**3. Financial Implications**

- 3.1 Maintenance of the highest possible credit rating not only provides confidence to Regional stakeholders, but also substantially reduces the cost of borrowing when the Region requires debt financing for a portion of its capital expenditures.

**4. Conclusion**

- 4.1 Moody's continues to rate the Regional Municipality of Durham at the high end of Canadian municipalities. Durham is one of eight municipalities within Canada rated as Triple "A" by Moody's.
- 4.2 Durham's Triple "A" credit rating is a testament to the resolve of Regional Council's long-standing commitment to support prudent financial policies and planning that maximizes the up-front financing of capital infrastructure projects, minimizes debt issuance and maintains adequate reserves and reserve funds to fund outstanding liabilities and capital infrastructure. These strategies assist the Region in retaining financial flexibility to maintain adequate funding for risk mitigation, unforeseen expenditures and maintain manageable property tax and revenue based rate increases.
- 4.3 The 2018 Regional Business Plans and Budgets reflect the continued support of the credit principles that are fundamental to the Region's Triple "A" credit rating.

Respectfully submitted,

Original Signed By

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R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee

Original Signed By

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G.H. Cubitt, MSW  
Chief Administrative Officer



## The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Finance  
Report: #2018-COW-24  
Date: February 6, 2018

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**Subject:**

Public Process For The Proposed Regional and Carruthers Creek Area Specific Development Charge By-laws

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That Statutory Public Meetings of Regional Council, as required by the Development Charges Act, 1997 (DCA, 1997) be held on April 11, 2018 in the Regional Council Chambers at the beginning of the regular Regional Council meeting to consider the following:
- i. The proposed Regional Development Charge By-law and Background Study;
  - ii. The proposed Area Specific Development Charge By-law and Background Study for water supply services in the Carruthers Creek area; and
  - iii. The proposed Area Specific Development Charge by-law and Background Study for sanitary sewerage services in the Carruthers Creek area;
- B) That the proposed Regional Development Charge By-law and Background Study as well as the Carruthers Creek Water Supply and Sanitary Sewerage Area Specific By-laws and Background Studies, as required by the DCA, 1997 be released to the Public at no charge upon request to the Regional Clerk's Department and posted on the Region's website, commencing March 27, 2018; and
- C) That staff be authorized to place appropriate notification in newspapers of sufficiently general circulation in Durham Region and the Regional web-site setting forth the date, time, location and purpose of the Statutory Public Meetings and the date and contact for the release of the proposed Regional Development Charge By-laws and Background studies no later than March 21, 2018.
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**Report:****1. Purpose**

- 1.1 The purpose of this report is to seek authorization to proceed with the public process to renew the Region's Development Charge By-laws.
- 1.2 The current Regional Development Charge By-law (By-law No. 16-2013) and the two Carruthers Creek Area Specific Development Charge By-laws (By-law No. 17-2013 and No. 18-2013) expire on June 30, 2018 and replacement by-laws are required.
- 1.3 This report seeks authorization to place the notification necessary to advise all interested parties of the recommended April 11, 2018 Statutory Public Meetings of Council and the pending release of the proposed Regional and Carruthers Creek Area Specific Development Charge By-laws and Background Studies, as required by the Development Charges Act, 1997 (DCA, 1997) and associated regulations in order to have new Regional Development Charge By-laws in place by June 30, 2018.

**2. Timeframe for Regional Development Charge Studies**

- 2.1 The following schedule provides the target dates for new Regional Development Charge By-laws (to be implemented on July 1, 2018).

<b>TASK</b>	<b>Date</b>
Consultation with development industry, Boards of Trade / Chambers of Commerce and area municipalities	February - March 2018
Public Notice	By March 21, 2018
Background Studies to Councillors and Public	March 27, 2018
Public meetings of Regional Council to Review the Background Studies and proposed By-laws	April 11, 2018
Input from public, local development industry and area municipalities	April – May 2018
Report to Committee of the Whole	June 6, 2018
Report to Council to Recommend Development Charges and By-laws	June 13, 2018
Implementation of New Development Charge By-laws	July 1, 2018

### **3. Requirements of DCA, 1997 and Associated Regulations for Public Process**

#### **Public Meeting**

- 3.1 The DCA, 1997 and associated regulations require that Regional Council hold at least one public meeting to receive public representation on each of the proposed Development Charge By-laws and Background Studies, which include:
- A) Proposed Regional Development Charge By-law and Background Study;
  - B) Proposed Carruthers Creek Water Supply Area Specific Development Charge By-law and Background Study; and
  - C) Proposed Carruthers Creek Sanitary Sewerage Area Specific Development Charge By-law and Background Study.
- 3.2 The required public meetings are recommended to be held at the beginning of the Regional Council meeting on April 11, 2018 in the Regional Council Chambers. In addition, the Committee of the Whole meeting scheduled for June 6, 2018 and Regional Council Meeting scheduled for June 13, 2018 will consider the final by-laws and is open to the public.

#### **Notice of Public Meeting**

- 3.3 Regional Council is required to give at least 20 days notice of a public meeting. Therefore, the Regional Clerk will by March 21, 2018, advertise a notice in newspapers of sufficient general circulation in Durham Region and on the Regional web-site, the date, time, location and purpose of the Statutory Public Meetings and the date and contact for the release of the proposed Regional and Carruthers Creek Area Specific Development Charge By-laws and Background Studies.

#### **Release of Proposed DC By-law and Background Study**

- 3.4 Further, the DCA, 1997 and associated regulations require that the proposed by-laws and background studies be made available to the public at least two weeks prior to the public meeting and 60 days prior to the passing of the Development Charge By-laws. Accordingly, the proposed Development Charge By-laws and Background Studies will be available on the Regional website and at the Regional Clerk's office at no charge upon request as of March 27, 2018.

### **4. Public Input**

- 4.1 Staff have sent letters to the local development industry (representatives of the Durham Homebuilders Association and the Building Industry and Land Development Association) and the local Chambers of Commerce and Boards of Trade to offer to meet and discuss the proposed development charge by-laws. Copies of the proposed by-laws and background studies will be forwarded to representatives of the Durham Homebuilders Association and the Building Industry and Land Development Association (BILD), as well as the local Chambers of Commerce and Boards of Trade.

- 4.2 Staff will also meet with the local municipalities to discuss generally the draft capital forecasts and the various Development Charge-related issues and policies.
- 4.3 The statutory public meetings of Council on April 11, 2018 will permit public representations related to the proposed by-laws from any person who attends the meeting, as required under the DCA, 1997 and associated regulations. The public submissions, both at the public meeting and those received in writing will be considered by staff in preparing the final Regional and Carruthers Creek Area Specific Development Charge By-laws, which will be presented to Committee of the Whole on June 6, 2018 and Regional Council on June 13, 2018.

## **5. Conclusion**

- 5.1 This report seeks staff authorization to undertake the necessary tasks to initiate the public process for the proposed Development Charge By-laws in accordance with the provisions of the DCA, 1997 and associated regulations and provides appropriate time for public submissions.
- 5.2 This report has been reviewed by staff of the Works, Planning and Economic Development and Legal Departments who concur with the above recommendations.

Respectfully submitted,

*Original Signed By*

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R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee

*Original Signed By*

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G.H. Cubitt, MSW  
Chief Administrative Officer



## The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Finance  
Report: #2018-COW-30  
Date: February 6, 2018

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**Subject:**

Transit Shelter Advertising Contract Award

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council that:

- A) The negotiated agreement with Pattison Outdoor Advertising for advertising on DRT bus shelters for a term of three years to March 31, 2021, with an option to extend for up to two years, with the following provisions, be approved:
    - i) A guaranteed fixed monthly payment of \$51,520, from Pattison Outdoor Advertising to the Region;
    - ii) Annual payments of 50 per cent of Pattison Outdoor Advertising's annual cumulative net sales less the annual total of guaranteed fixed payments; and
    - iii) Cleaning shelters to be the responsibility of the Region.
  - B) That the Commissioner of Finance be authorized to execute the agreement, including any amendments.
- 

**Report:**

**1. Background**

- 1.1 Historically, the Region has provided a Contractor with access to advertising caissons on DRT bus shelters installed throughout the Region in exchange for payments to the Region in the form of guaranteed fixed monthly payments and additional annual payments and the cleaning of the shelters by the contractor.

## **2. Procurement Process**

- 2.1 Request for Proposal #595-2017 for Transit Shelter Advertising closed on Thursday October 19, 2017 with only one proposal received, that from Pattison Outdoor Advertising (the incumbent).
- 2.2 The Respondent qualified its bid, resulting in the determination that the received proposal was non-compliant and could not be considered. In compliance with the Region's Purchasing By-Law, the Regional Finance Department and DRT entered into negotiations with the respondent to formulate terms for a negotiated agreement.
- 2.3 On December 20, 2017, Pattison Outdoor Advertising and the Region agreed on a final negotiated three year agreement for advertising on DRT shelters.
- 2.4 The Region, at its sole discretion, may extend the contract for up to one two-year term.
- 2.5 The current agreement has been extended for a period of up to three months, to March 31, 2018, including the provision of shelter cleaning service by Pattison Outdoor Advertising until March 31, 2018.

## **3. Financial Implications**

- 3.1 After March 31, 2018, cleaning services will be the responsibility of the Region and will be provided under a new contract which is currently under development.
- 3.2 For the term of the current advertising contract extension, until March 31, 2018, the guaranteed payment to the Region will be \$51,520 per month less an applicable monthly charge for cleaning (\$11,600 per month estimated).
- 3.3 The projected annual value of the new contract is estimated to be:
  - A) \$618,240 in total guaranteed monthly payments (\$51,520 per month); plus
  - B) Additional annual payments to the Region equal to 50 per cent of Pattison Outdoor Advertising's annual cumulative net sales, less the annual total guaranteed monthly payments.
- 3.4 The Region's Purchasing By-Law 68-2000 as amended details the process to be followed for negotiation:
  - A) 8.0 – Negotiation
    - 8.1 Purchases may be acquired by the "designated official" through



negotiation under the following conditions:

- (a) 8.1.5 Where all bids received fail to meet the specifications and/or tender terms and conditions and it is impractical to recall tenders or quotations.

B) 15.0 - Award and Reporting Procedures

- 15.2 Notwithstanding Section 6.0 through 8.0, prior to the award of any contracts for goods or services, a joint report to the appropriate Committee and Council shall be submitted by the “designated official” and appropriate Department Head, or in the case of a construction project, the Department Head, in any of the following instances:
  - (a) 15.2.2 When the negotiation process has been applied in instances other than optional contract extensions that formed part of the original bid and the original contract was worth more than \$125,000.

#### 4. Next Steps

- 4.1 A similar report was presented to the Durham Region Transit Executive Committee on February 1, 2018.

Respectfully submitted,

Original Signed By \_\_\_\_\_

R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee

Original Signed By \_\_\_\_\_

G.H. Cubitt, MSW  
Chief Administrative Officer



## The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Finance  
Report: #2018-COW-31  
Date: February 6, 2018

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**Subject:**

2018 Durham Region Transit Servicing and Financing Study

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council that:

- A) The proposed 2018 DRT service improvements, and efficiencies be approved for implementation in April and July 2018 at a net cost of \$499,651 in 2018, or \$1,047,489 million annualized as follows:

**Table 1: 2018 Service Changes**

	2018		Annualized	
	Revenue Hours of Service	Net Cost	Revenue Hours of Service	Net Cost
Service Improvements	10,523	\$989,223	20,465	\$1,931,320
Service Efficiencies	(5,220)	(\$489,571)	(9,532)	(\$883,831)
<b>Net Change in Service</b>	<b>5,303</b>	<b>\$499,651</b>	<b>10,933</b>	<b>\$1,047,489</b>

- B) In accordance with Regional Council approved service standards, the list of currently underperforming routes, and the recommended actions for the underperforming routes, be received for information, as follows:

**Table 2: Actions for Underperforming Routes**

Route (Municipality)	Minimum Boarding Per Hour Standard	2017 Boardings per Hour	2018 Revenue Hours of Service	Estimated 2018 Operating Cost	Recommended 2018 Action
<b>Local Routes</b>					
420 – Britannia West (Oshawa)	7	6.6	1,266	\$115,301	Service recently introduced in September 2017. The 2018 Service Plan includes a route and trip enhancement.
318 – Garden-West Lynde (Whitby)	7	6.1	828	\$73,946	In 2018, DRT plans to replace the route with the introduction of expanded service on Routes 301 and 303.
603 - Pickering – Uxbridge (Pickering/Uxbridge)	7	2.4	1,512	\$151,076	Continue service and monitor performance.
601 – Brock – Uxbridge (Brock/Uxbridge)	7	2.2	2,255	\$240,220	Continue service and monitor performance.
960 – Newmarket- Uxbridge (Newmarket/Uxbridge)	7	1.8	1,025	\$113,702	Continue service and monitor performance.
<b>Community Routes</b>					
199 – Claremont	4	3.0	0	0	No further actions. In September 2017, service was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday
<b>Total</b>			<b>6,886</b>	<b>\$694,245</b>	

- C) In order to establish the service level that forms DRT's proposed 2018 Business Plan and Budget, the following be approved:
- a) DRT's transit service level at 526,627 revenue hours of service (a 3.2 per cent increase from 510,070 hours in 2017), which includes annualization of the 2017 service enhancements and the proposed service enhancements and efficiencies to be implemented in April and July 2018;
  - b) The specific routes that comprise the 526,627 revenue hours of service; and
  - c) Regional Council approval of any service adjustments to routing beyond the approved revenue hours of service continue to be required, given the impact on Regional transit property taxes.
- D) Effective May 1, 2018, the Adult PRESTO/Ticket fare be increased from \$3.10 to \$3.15 which is estimated to generate approximately \$106,000 in new fare revenue based on DRT's 2018 ridership forecast of 10.48 million riders, unchanged from 2017 budgeted levels.
- E) Durham Region Transit's Nine Year Capital Forecast (2019-2027) in the amount of \$297.4 million be received for information.
- F) As requested by the Transit Executive Committee, the performance results of the North Service Strategy be received for information.
- G) The response to Council's request for information on Access Pass holders' use of Specialized Services as noted in the attached report be received for information.

**1. Report:**

- 1.1 The purpose of this report is to seek Committee of the Whole and Regional Council approval of the 2018 Durham Region Transit Servicing and Financing Study, as was presented to the Durham Region Transit Executive Committee on February 1, 2018 (Report 2018-DRT-03).
- 1.2 The recommendations contained in this report are identical to those in Report 2018-DRT-03. The 2018 Durham Region Transit Servicing and Financing Study that was presented to TEC on February 1, 2018 is now being presented for the Committee of the Whole and Regional Council for approval.

**2. Attachments**

Attachment #1: Report #2018-DRT-03 2018 Durham Region Transit Servicing and Financing Study

Respectfully submitted,

Original Signed By

---

R.J. Clapp, CPA, CA  
Commissioner of Finance

Recommended for Presentation to Committee

Original Signed By

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G.H. Cubitt, MSW  
Chief Administrative Officer



Report to: Durham Region Transit Executive Committee  
 From: Vincent Patterson, General Manager, DRT  
 R.J. Clapp, Treasurer, DRT  
 Report: #2018-DRT-03  
 Date: February 1, 2018

**Subject:**

2018 Durham Region Transit (DRT) Servicing and Financing Study

**Recommendations:**

That the Durham Region Transit Executive Committee (TEC) approve the following with a similar report to be presented to the Committee of the Whole and Council:

- A) The proposed 2018 DRT service improvements, and efficiencies (Schedule 2) be approved for implementation in April and July 2018 at a net cost of \$499,651 in 2018, or \$1,047,489 million annualized as follows:

**Table 1: 2018 Service Changes**

	2018		Annualized	
	Revenue Hours of Service	Net Cost	Revenue Hours of Service	Net Cost
Service Improvements	10,523	\$989,223	20,465	\$1,931,320
Service Efficiencies	(5,220)	(\$489,571)	(9,532)	(\$883,831)
<b>Net Change in Service</b>	<b>5,303</b>	<b>\$499,651</b>	<b>10,933</b>	<b>\$1,047,489</b>

- B) In accordance with Regional Council approved service standards, the list of currently underperforming routes, and the recommended actions for the underperforming routes, be received for information, as follows:

**Table 2: Actions for Underperforming Routes**

Route (Municipality)	Minimum Boarding Per Hour Standard	2017 Boardings per Hour	2018 Revenue Hours of Service	Estimated 2018 Operating Cost	Recommended 2018 Action
<b>Local Routes</b>					
420 – Britannia West (Oshawa)	7	6.6	1,266	\$115,301	Service recently introduced in September 2017. The 2018 Service Plan includes a route and trip enhancement.
318 – Garden-West Lynde (Whitby)	7	6.1	828	\$73,946	In 2018, DRT plans to replace the route with the introduction of expanded service on Routes 301 and 303.
603 - Pickering – Uxbridge (Pickering/Uxbridge)	7	2.4	1,512	\$151,076	Continue service and monitor performance.
601 – Brock – Uxbridge (Brock/Uxbridge)	7	2.2	2,255	\$240,220	Continue service and monitor performance.
960 – Newmarket-Uxbridge (Newmarket/Uxbridge)	7	1.8	1,025	\$113,702	Continue service and monitor performance.
<b>Community Routes</b>					
199 – Claremont	4	3.0	0	0	No further actions. In September 2017, service was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday
<b>Total</b>			<b>6,886</b>	<b>\$694,245</b>	

- C) In order to establish the service level that forms DRT's proposed 2018 Business Plan and Budget, the following be approved:
- a) DRT's transit service level at 526,627 revenue hours of service (a 3.2 per cent increase from 510,070 hours in 2017), which includes annualization of the 2017 service enhancements and the proposed service enhancements and efficiencies to be implemented in April and July 2018 (Schedule 6 and Appendix 4);
  - b) The specific routes that comprise the 526,627 revenue hours of service as shown on Schedule 6; and
  - c) Regional Council approval of any service adjustments to routing beyond the approved revenue hours of service continue to be required, given the impact on Regional transit property taxes.
- D) Effective May 1, 2018, the Adult PRESTO/Ticket fare be increased from \$3.10 to \$3.15 be increased, which is estimated to generate approximately \$106,000 in new fare revenue based on DRT's 2018 ridership forecast of 10.48 million riders, unchanged from 2017 budgeted levels.
- E) Durham Region Transit's Nine Year Capital Forecast (2019-2027) in the amount of \$297.4 million (Appendix 5) be received for information.
- F) As requested by the Transit Executive Committee, the performance results of the North Service Strategy be received for information (Schedule 3).
- G) The response to Council's request for information on Access Pass holders' use of Specialized Services as noted in this report (Section 3.4) be received for information.

**Report:****1. Introduction**

- The 2018 Durham Region Transit (DRT) Servicing and Financing Study provides an analysis of operational and capital needs supportive of DRT's objectives, estimated costs and a financing strategy for the next ten years.
- Transit has been a priority of Council with significant Regional investment and allocations of Provincial and Federal funding through grant programs. The proposed DRT 2018 Business Plan and Budget reflects an overall 7.5 per cent increase (\$3.9 million) in the net property tax budget to \$55.8 million, and is within the guideline approved by Regional Council.
- This study has been developed within a context of many changing conditions under which DRT delivers and finances transit service. For example:
  - On December 13, 2017, Council adopted the Regional Transit Development Charges Background Study dated September 26, 2017, providing the basis for a new Regional Transit Residential and Non-Residential Development Charge (DC) By-law effective January 1, 2018. The new Regional Transit DC rates will support financing of growth related capital in future years.
  - In order to ensure the Region's eligibility to receive Provincial Gas Tax funding, the Region is entering into a new PRESTO Agreement to continue the operation of the PRESTO electronic fare payment system, but under new terms, including new fee schedules.
  - As the Region works toward completion of current projects which have been funded by the Federal Public Transit Infrastructure Fund (PTIF), including advancement of Bus Rapid Transit (BRT), the Federal Government has announced a second round of PTIF funding, to be rolled out over the next ten years.
- The Region's vision of an integrated transportation system, including public transit will continue to be pursued through continued collaboration amongst DRT, Regional Departments (including Planning, Finance and Works Departments), Provincial and Federal governments, and local area municipalities.

**2. DRT's Objectives**

- The objectives developed by DRT for the 2018-2027 timeframe include:
  - Increase ridership through:
    - Driving initiatives that show value, including community reach-out and incentive initiatives;
    - Enhancing customer experience, through improved wayfinding, improving the bus stop environment, increased on-time performance, continued training and implementation of high-order transit; and

# APPENDIX #1

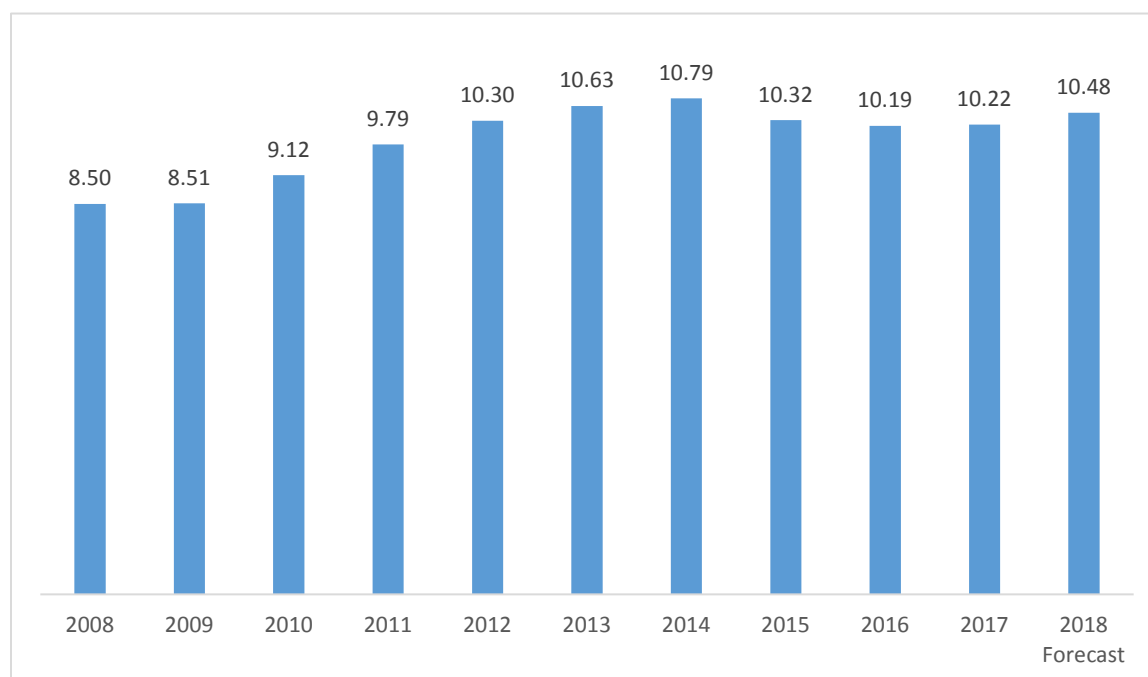


- Annual service plans for growth and innovative service delivery, aligned on the approved Service Strategy.
- Increase operational effectiveness through:
  - Refinement of the asset plan for future growth and requirements for a new indoor bus garage;
  - Fleet replacement and shaping of its composition; and
  - Refinement of DRT's ways for safety, service availability and internal communications.
- In addition to the objectives developed by DRT as noted above, the financial sustainability of DRT will be pursued through the following:
  - Long term business planning, including asset management;
  - Continuing to leverage external funding opportunities; and
  - Growing fare revenues.

### **3. Ridership and Fare Revenue**

#### **3.1 2017 Actual Ridership and 2018 Forecasted Ridership**

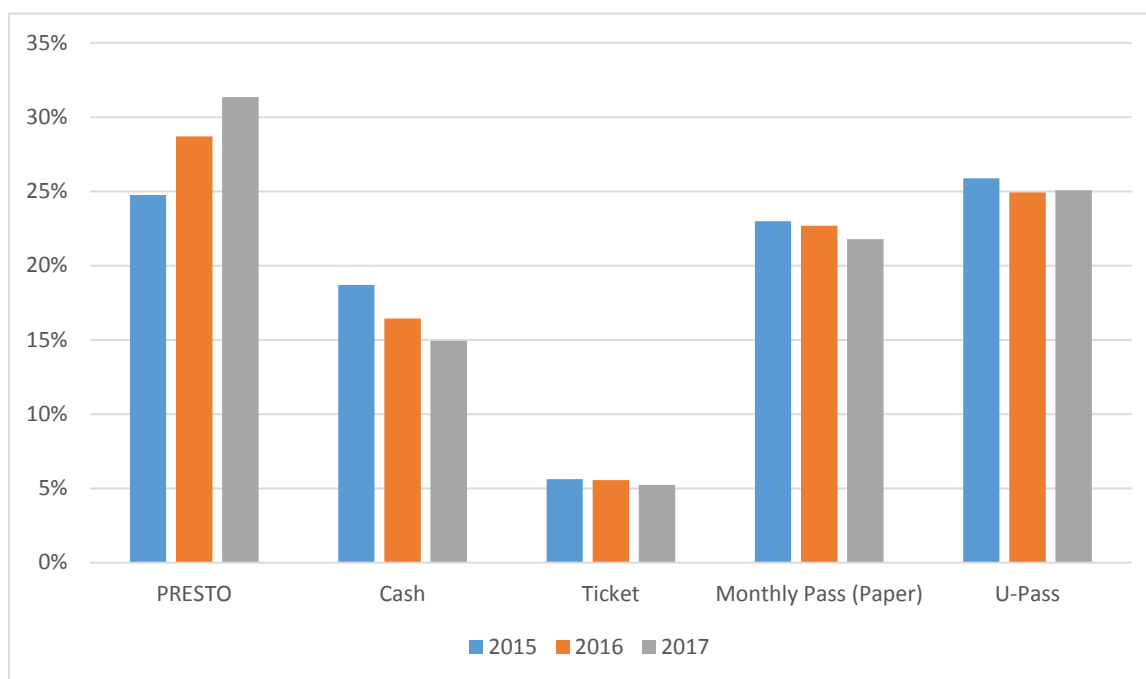
- For 2017, DRT actual ridership was 10.22 million, 2.5 per cent less than the 2017 budget, but a slight increase over 2016 actual ridership (10.19 million), in spite of the impact of the labour disruption in the fall of 2017 at Durham College.
- It is noted that about forty per cent of all boardings occur on three routes: 900 PULSE (21 per cent), 401 Simcoe (12 per cent), and the 915 Taunton (8 per cent)(see Appendix 2).
- The increased service levels implemented in September 2017 and DRT's communication and marketing efforts are anticipated to grow ridership by 2.5 per cent in 2018, resulting in 10.48 million passengers.
- Figure 1 below shows actual ridership over the past 10 years, as well as 2018 forecasted ridership.

**Figure 1: DRT Actual Ridership (2008 – 2017) and 2018 Forecast**

- The 2018 ridership forecast of 10.48 million assumes an increase of 260,000 passengers (2.5 per cent) over 2017 actual ridership and matches the 2017 budget estimate.
- Further details regarding ridership trends are provided in Appendix 1.

### 3.2 Fare Media

- DRT fare media trends have evolved with transit customers moving to the use of PRESTO cards. The use of PRESTO continues to rise with an estimated 31 per cent of fares paid using PRESTO (e-purse or period pass) in 2017, compared to 29 per cent in 2016 and 25 per cent in 2015. Meanwhile, cash and monthly paper pass ridership has experienced a corresponding decline.
- It is noted that as customers migrate from the cash rate of \$3.75 to the PRESTO/Ticket rate of \$3.10 (\$3.15 proposed in 2018) there is a negative impact on fare revenues. This impact is estimated to have been approximately \$65,000 in 2017.

**Figure 2: Ridership Distribution by Fare Media Type**

### 3.3 Fare Revenue Shortfall

- DRT actual ridership of 2017 (10.22 million) was 2.5 per cent below budgeted ridership (10.48 million) and it is estimated that DRT experienced a fare revenue budget shortfall of approximately \$700,000 in 2017 as a result.
- DRT's Revenue/Cost ratio for 2017 is estimated to remain constant with that of both 2015 and 2016 at 39 per cent.

### 3.4 Access Pass Holders On DRT Specialized Services

- On March 1, 2017 Council requested that staff advise on the number of Access Pass riders that use specialized transit services.
- Unfortunately, the requested information is not readily available as at the time of reserving a trip on specialized services, customers are not required to provide a method of fare payment. At the time of boarding the specialized service vehicle or taxi, there is no electronic device or process to record fare payment using a monthly pass, including the Access Pass.

### 3.5 Ridership Improvement Initiatives

- Transit service improvements are planned to increase ridership. Increased ridership can also be achieved through enhanced communications and targeted customer incentives. Accordingly, the proposed 2018 Transit Budget includes a new position of Communication Coordinators, and \$50,000 for ridership improvement initiatives with the objective of further increasing ridership.
- The General Manager of DRT will report to the Transit Executive Committee as required on outcomes of Ridership Improvement Initiatives. Following are a number of possible examples of Ridership Improvement Initiatives:

- March Break Family special:

From Saturday of March Break start to Sunday of March Break end, free travel for children age 12 and under when accompanied by a fare paying adult that can provide children's proof of age. This would apply to DRT services only (One Fare Anywhere (GO) routes are excluded), with foregone fare revenue estimated at about \$3,500;

- Family Weekend Pass for summer:

During July and August, when Adult monthly pass sales are the lowest yet family outings may be more frequent, free travel for children age 12 and under when accompanied by an Adult monthly pass (PRESTO or paper) holder between Friday 17:00 and end of service on Sunday. This would apply to DRT services only (One Fare Anywhere (GO) routes are excluded), with an estimated foregone fare revenue of about \$8,000;

- Youth summer 2 for 1 promotion:

Any Youth (13-19 years old) who purchases a July monthly pass (either paper or PRESTO) would be offered the August monthly pass at no additional cost. This could generate additional ridership during the quietest month of the year for Youth ridership (August) and precondition some customers toward transit as a travel option upon return to school. Estimated foregone fare revenue is about \$9,000.

- In addition, market research is undertaken, such as the Innovation Initiative for Understanding Transit Needs of Low-Income Persons, to obtain information to best target pilot low-income travel support initiatives. This work has begun and will be the object of an update to Transit Executive Committee (TEC) in the spring of 2018, as requested at the TEC meeting of September 2017. Cost of the project is \$40,000, co-funded by Durham Region Transit and Durham Region Social Services Department.

#### **4. DRT's Proposed 2018 Business Plan and Budget**

##### **4.1 DRT's 2018 Budget Guideline**

- The Regional Council approved 2018 Budget guideline for DRT recognized Regional Council's priorities, DRT's objectives, expenditure pressures, and ridership and revenue trends and reflects an overall 7.5 per cent increase in the net property tax budget to \$55.8 million from \$51.9 million (2017).
- The Regional Council approved 2018 Budget guideline for DRT provided for:
  - Maintaining capital investments and replacements;
  - Additional part time, overtime and other staffing related costs for current staffing to maintain services;
  - New facility maintenance costs associated with the new Raleigh Maintenance Facility;

- Absorbing economic and inflationary cost increases and the annualization of 2017 service enhancements; and
  - Modest yet strategic service enhancements to take advantage of key opportunities to support ridership growth.
- To achieve this, the 2018 budget guideline for DRT relied on:
  - Limited fare increases;
  - Annualization of the 2017 fare increases;
  - Removal of one time expenditures; and,
  - Modest ridership growth.

#### 4.2 Proposed 2018 Service Plan

- DRT's proposed 2018 Business Plan and Budget includes the following strategic yet modest service enhancements to be implemented in April and July 2018, totaling 10,523 new and reallocated revenue hours of service at an estimated net operating cost of \$1.0 million (Schedule 2 and Appendix 4). Annualized, there will be 20,465 new and reallocated revenue hours at a cost of \$1.9 million (net of revenue impact).
- These proposed service enhancements include:
  - Improvements on the High Frequency Network routes:
    - Early morning Saturday service starting at 6:00
    - Route 120 will be included in the set of High Frequency Network routes, expanding the availability and frequency of service in Pickering
    - Minor frequency improvements during weekend evenings on routes 120 Whites and 224 Harwood-Salem
    - Route 401 Simcoe will operate an enhanced Sunday schedule
    - Route 915 Taunton will be extended eastward to the Harmony Terminal
  - Improvements to Local services:
    - Expanding service in the growth areas of North Oshawa and Brooklin
    - Expanding availability of service on select routes in Whitby, Oshawa, and Courtice
  - Providing additional capacity on high demand routes, such as the 401 Simcoe and 915 Taunton, through the allocation of additional standby buses.

**Table 3: Proposed 2018 Service Enhancements**

Proposed 2018 Service Enhancements	Description	Implementation Date	2018 Change in Revenue Hours of Service	2018 Net Cost	Annual Net Cost
<b>High Frequency Network</b> Pickering / Ajax / Whitby / Oshawa  120, 224, 302, 401, 915, 916	Weekend early morning and late evening trip enhancements.	July 2018	3,790	\$374,429	\$748,859
<b>West Improvements</b> Ajax / Pickering  217, 223	Increased weekend evening service.	July 2018	29	\$3,223	\$6,446
<b>Central Improvements</b> Whitby / Oshawa / Courtice (Clarington)  301, 303, 305, 310, 403, 405, 407, 409, 410, 411, 417, 420	Service expansion into North Oshawa and Brooklin growth areas. Sunday evening service extension.	April and July 2018	5,789	\$529,736	\$1,012,348
<b>System-Wide Improvements</b>  850 / 852	Additional standby buses for service reliability and crowding on busy routes.	July 2018	916	\$81,833	\$163,667
<b>Total</b>			<b>10,523</b>	<b>\$989,223</b>	<b>\$1,931,320</b>

- The above service enhancements are offset in part by the following service optimization, proposed to be implemented in April and July 2018, totaling a reduction of 5,220 revenue hours of service in 2018 at an estimated net operating cost of \$0.49 million (Schedule 2 and Appendix 4) in 2018, or \$0.9 million annualized.

**Table 4: Proposed 2018 Service Efficiencies**

<b>Proposed 2018 Service Rationalization</b>	<b>Description</b>	<b>Implementation Date</b>	<b>2018 Change in Revenue Hours of Service</b>	<b>2018 Net Cost</b>	<b>Annual Net Cost</b>
<b>West</b> Ajax / Pickering 110, 284	Routes in Ajax and Pickering to be modified and replaced.	April and July 2018	-562	(\$80,643)	(\$113,100)
<b>Central</b> Whitby / Oshawa / Courtice (Clarington) 318, 416	Routes in Whitby and Oshawa to be replaced.	April and July 2018	-4,659	(\$408,928)	(\$770,731)
<b>Total</b>			<b>-5,220</b>	<b>(\$489,571)</b>	<b>(\$883,831)</b>

### 4.3 Underperforming Routes

- As part of DRT's ongoing review of route performance, five current routes have been identified as performing below the Regional Council approved service standards. It is recommended that these routes continue to operate in 2018 at an estimated net operating cost of \$0.69 million. Further details, included recommended actions on the routes, are provided below as well as Schedule 5 and Appendix 2.

**Table 5: Underperforming Routes**

Route (Municipality)	Minimum Boarding Per Hour Standard	2017 Boardings per Hour	2018 Revenue Hours of Service	Estimated Annual Operating Cost	Recommended 2018 Action
<b>Local Routes</b>					
420 – Britannia West (Oshawa)	7	6.6	1,226	\$115,301	Service recently introduced in September 2017. Continue service and monitor performance. In 2018, DRT plans to extend the route on Britannia Avenue to Windfields Farm Drive and to introduce additional trips during the weekday peak period to serve this growing residential area.
318 – Garden-West Lynde (Whitby)	7	6.1	828	\$73,946	In 2018, DRT plans to replace the route with the introduction of expanded service on Routes 301 and 303.
603 - Pickering – Uxbridge (Pickering/Uxbridge)	7	2.4	1,512	\$151,076	Service recently introduced in September 2017 to replace former Route 199 - Claremont service. Continue service and monitor performance. As part of the long-term North Service Strategy, continue service and monitor performance.
601 – Brock – Uxbridge (Brock/Uxbridge)	7	2.2	2,255	\$240,220	This route provides essential base level of transit service in Brock/Uxbridge. As part of the long-term North Service Strategy, continue service and monitor performance.
960 – Newmarket- Uxbridge (Newmarket/Uxbridge)	7	1.8	1,025	\$113,702	New route introduced in June 2016 as part of DRT's North Service Strategy Pilot Program. As part of the long-term North Service Strategy, continue service and monitor performance.
<b>Community Routes</b>					
199 – Claremont	4	3.0	0	0	No further actions. In September 2017, service was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday
<b>Total</b>			<b>6,886</b>	<b>\$694,245</b>	

- In September 2017, DRT launched four new On Demand services as part of the Rural-North Service Strategy. Discussion on performance to date, September to December 2017, is discussed under section 4.4.

#### 4.3.1 One Fare Anywhere

- Customers access the identified GO Transit bus routes using DRT fare media. DRT provides payment to GO Transit for each DRT boarding. The GO Bus Routes eligible for One Fare-Anywhere are unchanged for 2018. They are as follows:
  - GO Route 71: Uxbridge to Durham/York Boundary



- GO Route 81: Whitby, Scugog, Brock
- GO Route 90: Oshawa, Clarington (Courtice, Bowmanville, Newcastle)

#### 4.4 North Service Strategy

- Approved by Regional Council in 2016, the Rural North Service Strategy was developed to provide a rural transit network that is available, consistent, direct, frequent, and seamless. The overlying objective is to provide residents in the rural areas of Durham Region with enhanced mobility options.
- The Rural North Strategy supports key areas of targeted service improvements, including:
  - Restructuring of existing fixed routes to enhance service coverage and remove service duplication.
  - Increased service frequency and hours of operation on existing fixed routes.
  - Implementation of demand response service, operated as DRT On Demand, in areas which cannot be efficiently served by fixed routes.
  - Providing a transit travel option to neighbouring municipalities.

##### 4.4.1 Service Evolution: June 2016 to 2018

- The first phase of the Rural-North Service Strategy was implemented in June 2016. The existing transit routes in north Durham were restructured and service between Uxbridge and Newmarket was introduced.
  - Modified Route 950 in the Port Perry and Uxbridge urban areas, to provide greater coverage to areas previously served by Community Routes 701 and 801 (cancelled). With this change, the majority of dwellings in the Port Perry and Uxbridge urban areas have access to weekday transit service, from early morning until late evening;
  - Modified Route 601 to serve new settlements, including Manilla, Udora, Leaskdale, and Wilfred;
  - Modified Route 601 trip departure times to improved demands of commuters and midday travelers; and
  - New Route 960 between Uxbridge and Newmarket provides inter-regional connections to employment, education, health services, and other trip purposes in Newmarket.
- In 2017, additional service enhancements were launched in North Durham. New Saturday service, additional inter-community connections, and rural demand responsive services were implemented to improve mobility.
  - Introduction of Saturday service on Route 950;
  - New Route 603, operating Monday-Friday between Pickering, Claremont, and Uxbridge; and,

- The introduction of On Demand services in rural areas beyond the reach of existing fixed route service:
  - Route 651: Uxbridge Connector
    - New Monday to Friday On Demand service within the Township of Uxbridge.
  - Route 652: Port Perry Connector
    - New Monday to Friday On Demand service within the Township of Scugog.
  - Route 653: Beaverton – Orillia Connector
    - New one day a week (Thursday) On Demand service between Beaverton and Orillia.
  - Route 654: Cannington – Lindsay Connector
    - New one day a week (Friday) On Demand service between Cannington and Lindsay.

**Table 6: Rural North Service Strategy - Fixed Route**

Service Type/Route (Municipalities)	Description	2017 Base Revenue Hours of Service	Change in Revenue Hours of Service	2017 Revenue Hours of Service	2018 Revenue Hours of Service	Operating Costs	
						Change in 2017 Net Operating Costs	Annualized 2018 Estimated Net Operating costs
199 (Pickering)	Friday only service with one round trip between Pickering Parkway Terminal and Claremont. Service is to be replaced with new Route 603 on September 4, 2017.	156	-74	82	0	(\$9,675)	(\$28,341)
603 (Pickering/Uxbridge)	New route between Pickering Parkway Terminal, Claremont, Brock and Highway 407 GO Park & Ride, and Uxbridge Terminal. This route replaces former Route 199 - Claremont service.	0	486	486	1,512	\$47,576	\$151,076
950 (Uxbridge/Scugog/ Oshawa)	New Saturday Service/trips.	6,179	330	6,509	6,827	\$28,801	\$63,303
<b>TOTAL</b>		<b>6,335</b>	<b>742</b>	<b>7,077</b>	<b>8,339</b>	<b>\$66,702</b>	<b>\$186,038</b>

**Table 7: Rural North Service Strategy – Demand Responsive Service**

Service Type/Route (Municipalities)	Description	2017 Base Revenue Hours of Service	Change in Revenue Hours of Service	2017 Final Revenue Hours of Service	2018 Annualized Revenue Hours of Service	Operating Costs	
						Change in 2017 Net Operating Costs	Annualized 2018 Estimated Net Operating costs
651 (Uxbridge)	On Demand service within Township of Uxbridge, connecting passengers to and from Uxbridge Terminal, trips only operates when requested.	0	336	336	1,008	\$36,747	\$106,602
652 (Scugog)	On Demand service within Township of Scugog, connecting passengers to and from Port Perry Terminal, trips only operates when requested.	0	336	336	1,008	\$36,747	\$106,602
653 (Beaverton/Orillia)	On Demand service between Beaverton and Orillia, operating 1 round trip every Thursday when requested.	0	48	48	144	\$9,744	\$29,326
654 (Cannington/ Kawartha Lakes)	On Demand service between Cannington and Lindsay, operating 1 round trip every Friday when requested.	0	32	32	96	\$8,729	\$26,173
<b>TOTAL</b>		<b>0</b>	<b>752</b>	<b>752</b>	<b>2,256</b>	<b>\$91,967</b>	<b>\$268,703</b>

- In 2018, newly implemented services will be allowed to mature. DRT's focus will be to increase awareness of the services and seek feedback on future improvements and modifications.

#### 4.4.2 Rural-North Service Strategy – Ridership Performance

##### Fixed Route

- North Durham ridership increased by 8% year-over-year for the July to December Period as customers embraced newly launched services;
  - Year-over-year, ridership grew by eight percent from 60,000 boardings in 2016 to 65,000 boardings in 2017.
  - The majority of the ridership growth was observed on routes 950, 960, and the newly launched Route 603 between Pickering and Uxbridge; and,
  - The months of October and November saw decreases in ridership of 24 to 30 per cent that can be correlated to the Ontario wide college strike. This directly affected Route 950 that services the Durham College North Campus in Oshawa.
- New launched services in 2017 provided strong ridership numbers:
  - New Saturday Route 950 service saw an average of 61.4 passengers per operating day.
  - For the first three months of operation, Route 603 saw an average of 13.0 boardings per operating day.

**Table 8: Average Daily Boardings - Fixed Route**

	Average Daily Boardings June to December		
Routes	2016	2017	% Change
<b>Weekday</b>			
601 – Brock-Uxbridge	15.9	15.7	-1%
603 – Pickering-Uxbridge	No Service	13.0	--
950 – Reach-Simcoe North*	223.4	226.7	1%
960 – Newmarket-Uxbridge	4.2	11.6	176%
<b>Saturday</b>			
950 – Reach-Simcoe North	No Service	63.7	--

\* Route 950 weekday service boardings have been affected by the Ontario college labour action (October 16 to November 19, 2017)

### On Demand

- In September 2017, DRT launched a new service delivery model: On Demand. Routes operated as “On Demand” only operate when a trip is requested by customer. This provides DRT flexibility to offer services in lower demand areas while minimizing operating costs.
- Routes 651 and 652 provide connections from the rural areas of the townships of Uxbridge and Scugog into the urban settlements. No uptake on these routes was recorded between September and December 2017. Slow uptake over the service can be linked to the limited availability for travel. When initially launched in September 2017, only one window of availability was provided on each route for travel. Additional travel windows are now provided in an attempt to increase mobility options. The travel window expansion does not present any marginal financial impacts because operational expenses are only incurred when trips are requested.
- Routes 653 and 654 provide inter-community connections between Beaverton and Orillia, and Cannington and Lindsay. These routes registered 10.3 and 3.8 boardings per month respectively.

**Table 9: Average Monthly Boardings - On Demand**

	Average Monthly Boardings September to December
651 – Uxbridge Connector	0.0
652 – Port Perry Connector	0.0
653 – Beaverton-Orillia Connector	10.3
654 – Cannington-Lindsay Connector	3.8

## 5. Proposed Fares for 2018

### 5.1 Proposed 2018 Fares

- DRT's proposed 2018 Business Plan and Budget recommends the Adult PRESTO/Ticket fares increase from \$3.10 to \$3.15. It is proposed that all other fares remain at current levels.
- Limited fare increases are proposed to encourage ridership growth.
- The proposed fare increases are estimated to generate approximately \$106,000 in new revenue for 2018 based on the ridership forecast of 10.48 million riders.

**Table 10: Proposed 2018 Regular Fare Increases**

Fare Category	Current Fare	Recommended Increase May 1, 2018	% Increase
Adult			
Cash	\$3.75	\$3.75	0%
<b>Presto</b>	<b>\$3.10</b>	<b>\$3.15</b>	<b>2%</b>
<b>10 Ride Tickets</b>	<b>\$31.00</b>	<b>\$31.50</b>	<b>2%</b>
Monthly Pass	\$117.00	\$117.00	0%
Senior			
Cash	\$2.50	\$2.50	0%
Presto	\$2.10	\$2.10	0%
10 Ride Tickets	\$21.00	\$21.00	0%
Monthly Pass	\$46.00	\$46.00	0%
Youth			
Cash	\$3.75	\$3.75	0%
Presto	\$2.80	\$2.80	0%
10 Ride Tickets	\$28.00	\$28.00	0%
Monthly Pass	\$93.50	\$93.50	0%
Child			
Cash	\$2.50	\$2.50	0%
Presto	\$2.10	\$2.10	0%
10 Ride Tickets	\$21.00	\$21.00	0%
Monthly Pass	\$65.00	\$65.00	0%
Co-Fare Link with Go Transit			
Cash	\$0.80	\$0.80	0%
Presto Co Fare	\$0.80	\$0.80	0%
Access Pass			
Monthly Pass	\$46.00	\$46.00	0%

## 6. Transit Needs of Low-Income Persons

- DRT and Regional Social Services are leading an Innovation Initiative for Understanding Transit Needs of Low-Income Persons. This work has started and will help the Region understand the needs of low-income travellers and how best to target support. An update on this work will be brought to Transit Executive Committee in the spring.

## 7. Private Property Access Agreements

- The 2017 DRT Servicing and Financing study recommended that, “where DRT operates, in accordance with predetermined evaluation criteria, in terminals, stops, and loading zones on private property, property access agreements with landowners to permit DRT such access be executed by the Regional Chair and Clerk, with the agreements being acceptable to the General Manager of DRT, Treasurer of DRT, Corporate Services – Legal, and the Chief Administrative Officer”.
- Current status:
  - Collaborating with the Region’s Legal Department and Real Estate Team, as well as Finance Department staff, DRT developed a standard template agreement which outlines the roles and responsibilities of property owners and DRT.
  - The standard template property access agreements were sent out to 23 private property owners, requesting their review and to establish next steps to rectify requirements that are not met.
  - Owners at 12 properties have responded with comments pertaining to template agreement.
  - Among those sites where there are identified infrastructure deficiencies set out in the property access agreement provisions, DRT alongside Real Estate continue to engage with property owners on-site to provide solutions and possible alternatives to ensure that passenger needs are met, while operational safety is maintained. Work to address infrastructure deficiencies will be at the cost of property owners.
- Next steps:
  - Staff will follow-up with all property owners who have not yet signed an agreement.

## 8. DRT Proposed 2018 Capital Budget:

### 8.1 Capital Expenditure Plan

- Net of special funding from senior levels of government, DRT’s 2018 Capital Budget represents an increase of \$1.0 million over 2017. DRT’s Proposed 2018 Capital Budget of \$16.97 million includes only \$3 million in PTIF funding while the 2017 Capital Budget included \$16.9 million in special funding from senior levels of government (PTIF and Quick Win). (Table 11 below).
- The proposed 2018 capital budget includes 25 hard surface bus stops and 9 new shelters. In 2018, DRT proposes to undertake the installation of 49 hard surface bus stops and 49 shelters using funding budgeted in previous years. Further details regarding shelter and pad locations is available in Appendix #6.

- Also of note, the 2018 budget includes \$4.25 million for land acquisition for a new Indoor Bus Storage/Servicing Facility.
- Four growth buses are proposed to deliver the recommended 2018 service enhancements.
- The proposed 2018 capital plan maintains the bus replacement plan with 16 conventional bus replacements. Eleven of the replacement buses have already received pre-budget approval (2017-DRT-07), as have 4 replacement specialized services vehicle replacements (2017-DRT-10). Vehicles with pre-budget approval have been procured in the 2017 bus order.

**Table 11: Proposed 2018 DRT Capital Budget**

<b>CAPITAL EXPENDITURE</b>	<b>2017</b>		<b>2018</b>	
	<b>#</b>	<b>\$(000's)</b>	<b>#</b>	<b>\$(000's)</b>
<b><u>GROWTH RELATED BUSES</u></b>				
New Conventional Buses	0	0	4	2,272
Mini Buses-North Strategy	2	400	0	0
Non Revenue Service Vehicle	1	35	1	35
<b>Subtotal</b>	<b>3</b>	<b>435</b>	<b>5</b>	<b>2,307</b>
<b><u>FACILITIES</u></b>				
New Indoor Bus Storage/Service Facility	0	0	0	4,250
DRT Facility Needs Planning	0	100	0	0
Shop Equipment	0	115	0	34
Westney Facility Improvement/Repairs	0	488	0	0
Raleigh Facility Improvement/Refurbishment	0	7,450	0	0
<b>Subtotal</b>	<b>0</b>	<b>8,153</b>	<b>0</b>	<b>4,284</b>
<b><u>REPLACEMENT/REHABILITATION CAPITAL</u></b>				
New Conventional Buses <sup>(1)</sup>	13	6,612	16	8,436
Specialized Services Buses <sup>(1)</sup>	4	800	4	493
Supervisor/Service Vehicle	1	35	3	185
Major Bus Refurbishments	5	1,010	0	0
<b>Subtotal</b>	<b>23</b>	<b>8,457</b>	<b>23</b>	<b>9,114</b>
<b><u>OTHER SYSTEM IMPROVEMENTS</u></b>				
Additional PRESTO for Buses	2	27	4	56
Additional PRESTO for Specialized Services	0	0	45	90
Additional Fareboxes/Radios for Buses	2	37	4	76
Additional ITS Annunciators for Buses	2	30	4	60
On Board Bus Security/ITS/Cameras	0	2,000	0	0
New Flyer Seat Stanchion Retrofit	148	107	0	0
Hard Surface Paving	0	0	25	190
AODA Built Environment Transit Shelters	0	0	9	59
Automated Q Straint Self Securement Pilot	2	32	0	0
Advanced Fuel Management System	0	0	0	0
PRESTO INIT	13	156	16	219
Smart Technology Upgrades/Facilities	0	25	0	513
NextGen Radio For Emergency Management	0	30	0	0
<b>Subtotal</b>	<b>169</b>	<b>2,444</b>	<b>107</b>	<b>1,263</b>
<b><u>PTIF ROAD RELATED</u></b>				
Construction Hwy 2 BRT Lanes (Westney-Harwood)	0	8,950	0	0
Design/Utility Hwy 2 BRT Lanes (Brock-Glenanna)	0	1,000	0	0
On Road Cycling Lane Hwy 2 (Lake Ridge-Galea)	0	330	0	0
North Simcoe Commuter Lot	0	110	0	0
<b>Subtotal</b>	<b>0</b>	<b>10,390</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPITAL PROGRAM</b>	<b>195</b>	<b>29,879</b>	<b>135</b>	<b>16,968</b>
<b>SPECIAL FUNDING (Senior Government) <sup>(2)</sup></b>		<b>(16,931)</b>		<b>(3,045)</b>
<b>CAPITAL PROGRAM NET SPECIAL FUNDING</b>		<b>12,948</b>		<b>13,923</b>

Note (1): 11 conventional replacement buses (\$5,596,250) and 4 replacement specialized vehicles (\$492,460) have received pre-budget approval (2017-DRT-07 and 2017-DRT-10) and have been procured in the 2017 bus order.

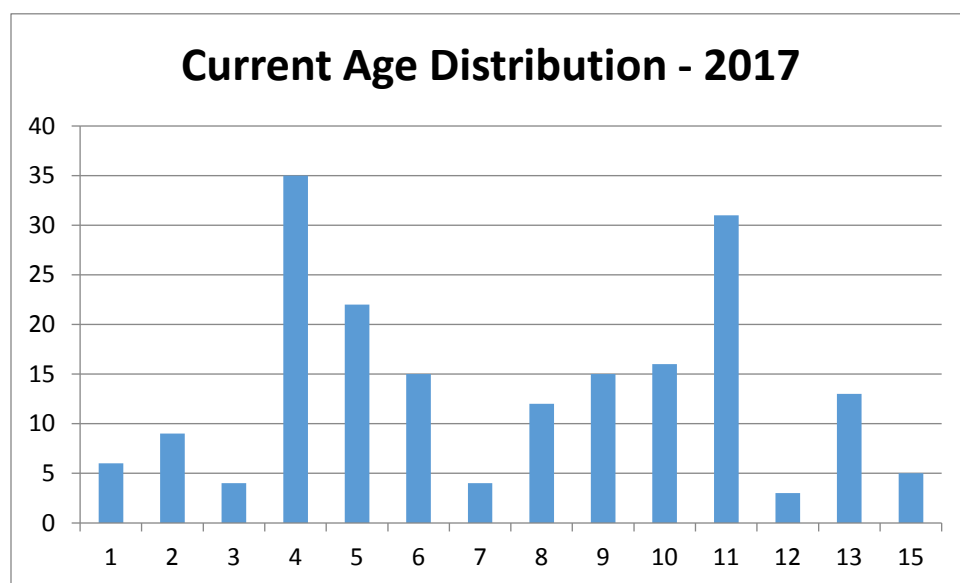
Note (2): Includes Public Transit Infrastructure Fund (PTIF) and Quick Win Funding.



## 8.2 Asset Management Plan

- DRT's fleet replacement plan considers the current average age of the fleet, the economic useful life of vehicles, and sets a fleet replacement schedule to achieve target fleet age to efficiently deliver service while minimizing the risk of fleet failure.
- Traditionally, conventional buses have an expected useful life of 18 years if a mid-life refurbishment is performed, and 12 years if no mid-life refurbishment is done. The average age of the current fleet is 7.5 years and the Region's inventory of conventional buses does not include any vehicle that exceeds 18 years of age.

**Figure 3: Age Distribution of DRT Conventional Fleet**



Note: This distribution does not include the 28 approved PTIF funded vehicles which have yet to be received.

- In accordance with the DRT fleet replacement plan, which smooths DRT's future vehicle replacement profile, the proposed 2018 Capital Budget includes 16 conventional bus replacements.
- To smooth the replacement of the large one-time purchase of BRT buses in 2013, DRT plans to purchase new BRT buses and repurpose the existing BRT buses by reallocating them to regular service. BRT buses accumulate kilometers at a faster rate than buses on regular service and the loads are typically larger.

**Table 12: DRT Conventional Fleet Profile**

Year	Conventional Bus Fleet (Beginning Inventory)	# of Planned Conventional Bus Replacements	# of Planned Conventional Growth Buses	Planned BRT Growth Buses	Current Year Planned Disposals	Total Conventional Bus Fleet	Average Age	# of Vehicles Older than 18 Years	Capital Cost (\$000's)
2006	146	26	7		26	153	13.1	42	\$ 15,170
2007	153	9	6		9	159	9.2	20	\$ 6,615
2008	159	12	2		10	163	8.2	19	\$ 6,120
2009	163	10	1		10	164	8.0	23	\$ 4,927
2010	164	3			3	164	8.6	20	\$ 1,380
2011	164	11	6		13	168	8.1	19	\$ 8,125
2012	168	9	11		9	179	7.3	8	\$ 8,498
2013	179	9		26	9	205	6.5		\$ 17,561
2014	205	7			13	199	6.5		\$ 3,150
2015	199	6			13	192	6.9		\$ 3,000
2016	192	8			8	192	6.5		\$ 3,722
2017	192	24	2		24	192	7.5		\$ 12,208
2018	192	9	4		7	198	6.9		\$ 2,840
<b>Total</b>		<b>143</b>	<b>39</b>	<b>26</b>					<b>\$ 93,316</b>

### 8.3 Financing 2018 Capital Budget

- DRT's proposed 2018 Capital Budget can be financed from available sources of financing as follows (further details in Appendix 5):

**Table 13: 2018 Capital Budget Financing**

SOURCE OF FINANCING	2017 \$(000's)	2018 \$(000's)	Change \$(000's)
Property Taxes	1,184	1,184	-
Development Charges	35	4,787	4,752
Ontario Gas Tax	6,599	6,665	66
Debt	3,725	1,288	(2,437)
Public Transit Infrastructure Fund	14,331	3,045	(11,287)
Quick Win Phase 1 Hwy 2 BRT	2,600	0	(2,600)
Other	1,405	0	(1,405)
<b>TOTAL CAPITAL FINANCING</b>	<b>29,879</b>	<b>16,968</b>	<b>(12,911)</b>

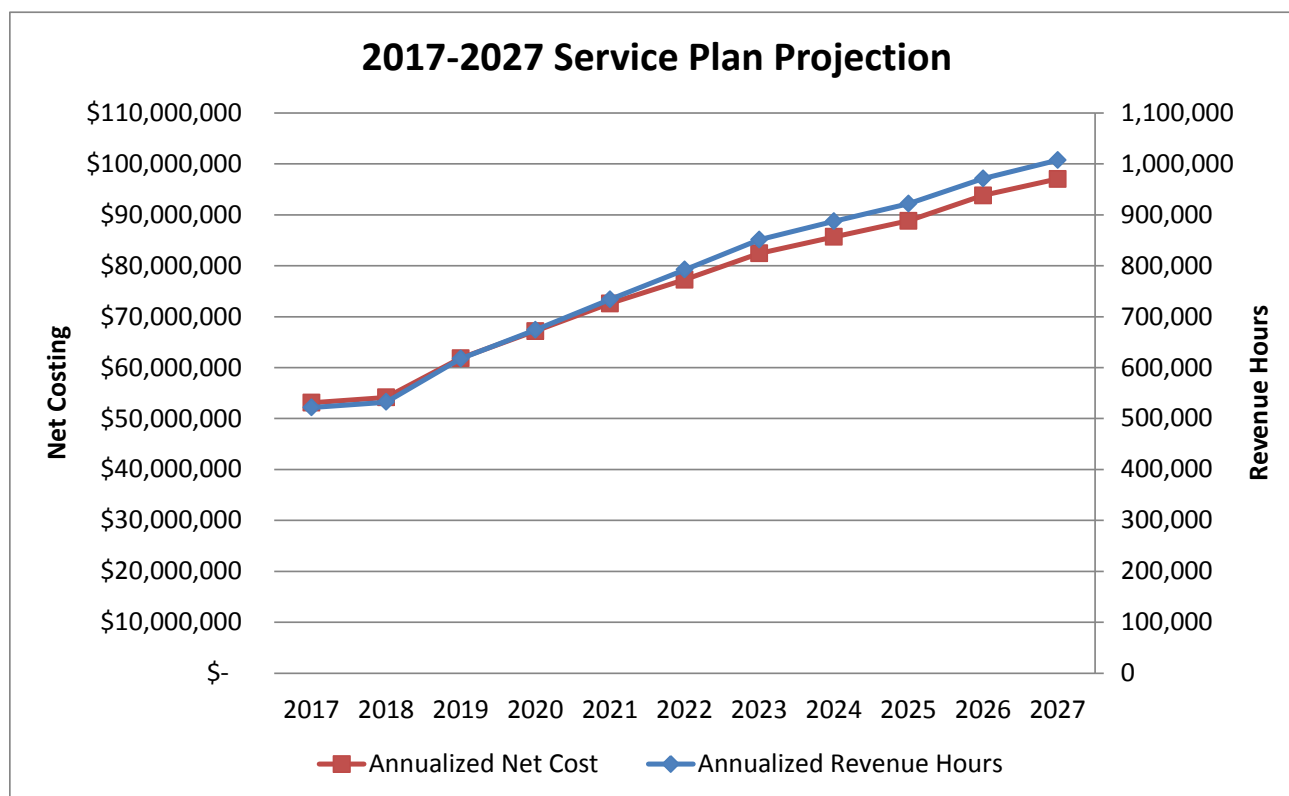
- DRT's 2017 capital program benefited from significant senior level government funding, with \$14.3 million in federal PTIF funding and \$2.6 million in provincial Quick Win funding. In 2018, \$3 million in PTIF funding is part of the capital program.
- The new Transit Development Charge By-Law is in place and development charge revenue is providing \$4.8 million in funding for growth related capital.
- The Region's share of Provincial Gas Tax for the 2017/2018 year is \$8.67 million. Of this, \$6.6 million is proposed to be applied to DRT's 2018 capital budget with the remaining \$2.0 million applied in DRT 2018 operating Budget.

## 9. Forecast: 2019 – 2028

### 9.1 DRT Service Plan and Related Financing

- Over the forecast period, DRT has identified a preliminary service plan supporting the requirements to meet the Region's growth and targets from the recently approved Transportation Master Plan (further details in Appendix 4).
- The new service enhancements proposed in DRT's Service Strategy (2018-2027) total approximately 500,000 in new revenue hours of service, with an estimated growth in net operating cost of approximately \$45 million. This equates to an average increase in annual net operating cost of approximately \$5 million per year. Capital investments in fleet and facilities will be in addition to these amounts. Section 9.4 below discusses BRT initiatives which will require additional Regional funding for capital and operation.

**Figure 4: DRT Forecasted Revenue Hours of Service and Cost**



### 9.2 Operating Pressures

- DRT is facing a number of operating pressures, as detailed below.
- Annual fees to be paid by Durham Region to Metrolinx for the delivery of PRESTO services, including 905 Core services, provided by Metrolinx, are scheduled to increase from the current 2 per cent of revenue (\$0.2 million) collected through PRESTO to the following:
  - 2018: 4 per cent of revenue collected through PRESTO (\$0.5 million);
  - 2019: 5 per cent of revenue collected through PRESTO (\$0.9 million);

- 2020: 8 per cent of revenue collected through PRESTO (\$1.7 million); and
  - 2021 to 2027: 9 per cent of revenue collected through PRESTO (\$2.1 million to \$2.9 million).
- DRT faces operating cost risks associated with the new PRESTO agreement as should the cost associated with 905 Common Core services exceeds the three per cent fee, then Metrolinx would assume only the first 0.5 per cent of the cost.
- The new PRESTO agreement contains a minimum revenue protection for Metrolinx. Based on this clause in the new agreement, if DRT achieves its anticipated fee, then there is no risk of additional costs to DRT. If DRT does not achieve its anticipated fee target, then there is a potential risk DRT could incur additional costs only if the actual aggregate fee generated by all transit agencies as a group is below the target.
- In addition to PRESTO-related risks, there is a risk of flat or even declining ridership and fare revenue in the forecast. This risk is being mitigated through ridership growth initiatives described in this report.
- Other Operating cost pressures include:
  - Future operating budgets may be impacted by debt charges relating to major facility expansion plans.
  - Starting in 2019, DRT's operating budget will include an estimated \$75,000 annual expense for monitoring of soil contamination at the Raleigh Garage site.
  - Fuel price volatility represents a risk to future DRT operating budgets.
  - If the growth forecasts of the Transit DC Background study are achieved, DRT's operating costs will increase considerably.

### 9.3 DRT Capital Plan and Related Financing

- In order to deliver the forecast service enhancements, invest in new capital, and replace and maintain existing capital (asset management), DRT's 2019 to 2027 Capital Forecast Expenditure Program totals \$297.4 million (Appendix 5) and includes the following:

**Table 14: Proposed Forecast Capital Expenditure Program (\$000's)**

Capital Expenditures	2019		2020		2021		2022		2023		2024		2025		2026		2027		Total	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
Growth Related Vehicles	17	9,288	19	10,424	17	9,288	19	10,424	17	9,480	14	7,744	14	7,776	17	9,480	14	7,776	148	81,680
Replacement Vehicles	26	8,058	27	8,093	25	7,983	27	8,073	27	8,053	25	7,983	27	8,133	26	8,058	27	8,093	237	72,527
Facilities																				
New Indoor Bus Storage/Service Facility		0		50,500		0		0		0		0		0		0		37,300		87,800
New Facility in Seaton Phase 1		0		0		0		0		25,000		0		0		0		0		25,000
Raleigh Office Replacement		0		0		1,030		0		0		0		0		0		0		1,030
Other		203		0		12		0		0		25		0		0		0		240
Sub total		203		50,500		1,042		0		25,000		25		0		0		37,300		114,070
System Improvements	418	6,307	144	3,033	136	2,897	144	3,033	136	2,897	124	2,693	124	2,693	136	2,897	124	2,693	1,486	29,144
TOTAL EXPENDITURES	461	23,856	190	72,050	178	21,210	190	21,530	180	45,430	163	18,445	165	18,602	179	20,435	165	55,862	1871	297,421

- The capital forecast expenditure program would require the following financing:

**Table 15: Proposed Forecast Capital Financing Program (\$000's)**

Capital Financing	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)	\$ (000's)
Property Taxes	7,132	5,056	5,581	5,036	4,670	4,004	4,140	4,675	4,100	44,393
DC-Residential	5,262	5,793	5,196	5,793	5,286	4,376	4,391	5,286	4,391	45,774
DC-Non Residential	2,364	2,603	2,334	2,603	2,375	1,966	1,973	2,375	1,973	20,565
Ontario Gas Tax	9,099	8,099	8,099	8,099	8,099	8,099	8,099	8,099	8,099	73,888
Debentures	-	50,500	-	-	25,000	-	-	-	37,300	112,800
TOTAL FINANCING	23,856	72,050	21,210	21,530	45,430	18,445	18,602	20,435	55,862	297,421

- One of the biggest financing challenges over the forecast period is the need to expand facilities, notably a new Indoor Bus Storage/Service Facility (\$50.5 million in 2020; \$37.3 million in 2027) and a new Transit Facility in Seaton (\$25 million in 2023).
- Another significant financing challenge is the need for future replacement vehicles. Given large one-time conventional bus purchases in 2006-2008 and 2013 (BRT buses), these buses will have to be replaced within the 10 year forecast and beyond. A smoothed bus replacement plan will help to eliminate future larger quantity purchases that exceed typical annual replacement needs. The preliminary fleet replacement plan is highlighted below.
- The other significant financing challenge is the need for capital to meet growth demands within the Region over the forecast period. Currently, there is a forecasted need for 148 new growth related vehicles at an estimated capital cost of \$81.6 million.
- There is a risk of vehicle procurement cost increases over the next ten years as manufacturers experience an increase in demand as a result of senior government funding programs. Vehicle procurement is also subject to currency risk.
- The new PRESTO Agreement commits DRT to the procurement and installation of all new PRESTO devices by mid 2019. The cost of replacing all devices is not yet known, and represents a substantial risk to DRT's capital budget as DRT currently has a fleet of approximately 192 conventional buses and the 10 year capital forecast (2018-2027) includes the purchase of approximately 143 new

expansion buses, which will require PRESTO devices. Depending on the useful life of the new devices, they may be required to be replaced more than once in the next ten years, which would also result in additional capital replacement costs.

- Proposed increases to Provincial Gas Tax funding (discussed below in section 9.4.4) is still subject to approval. Should the proposed increases not materialize, PRESTO capital costs, and other capital replacement/renewal costs will need to be financed from other sources.

## 9.4 Senior Government Grants and Financial Implications

### 9.4.1 Continued Investment in Advancing BRT

- Through the Provincial Quick Win program, the Region has advanced curbside BRT along Highway 2 through priority segments in the City of Pickering and the Town of Ajax. Construction of the Quick Win projects will be completed and conclude in 2018 with the completion of the Westney Road and Whites Road intersection segments. In total, the Quick Win project (approximately \$105 million with \$82.3 million in provincial funding and over \$22 million in Regional funding) provided for improvements to the Westney and Raleigh Facilities, enhanced passenger amenities, intelligent transportation systems, traffic signal priority, new BRT bus purchases, and road widenings along Highway 2 at the six key intersection locations across Whites Road, Liverpool Road, Brock Road, Westney Road, Harwood Avenue, and Salem Road. In total, close to 4 km of bus only lanes along Highway 2 in Pickering and Ajax were constructed through the Quick Win Program. DRT 900 PULSE BRT service has been operating since 2013.
- To advance planning, design, and engineering work for the Durham-Scarborough Highway 2 BRT vision, in August 2016, the Ontario Government committed \$10 million to Metrolinx to work with Durham Region and the City of Toronto. Metrolinx established a steering group of Durham Region and the City of Toronto staff to develop the terms of reference and scope of work for the project. Metrolinx has subsequently retained a consultant who is currently undertaking the work, with DRT and Regional staff actively engaged in all phases of the project. It is anticipated that the business case analysis portion of the work will be completed in 2018, and the Environmental Assessment (EA) using the Transit Project Assessment Process (TPAP) will be completed in 2019. Regional staff will report back at key milestones to Committee of the Whole and Regional Council as this work progresses. This project will see the EA and Preliminary design completed from Scarborough to Oshawa to be ready to begin the detailed design, property acquisition, utility relocation and then go to construction.
- Advancing BRT continues to be a priority for DRT, and application of Public Transit Infrastructure Funds (PTIF) towards BRT-related projects is discussed further below.

#### 9.4.2 Public Transit Infrastructure Fund (PTIF) Phase I

- On October 18, 2016, Durham Region submitted a list of ten projects to the Ontario Ministry of Transportation in order to apply for Durham Region's allocation of \$17,530,114 in PTIF funding. On March 31, 2017, the federal government announced that all ten of the Region's submitted projects were approved.
- On June 30, 2017, Regional staff submitted requests to the Federal and Provincial Governments to modify some of the previously approved PTIF projects. All project budget changes submitted under this first round of modifications were accepted by the Federal Government (see Table 17 below).
- Further project modifications were then submitted to the Ministry of Transportation of Ontario in December 2017, and are summarized in Table 17 below.

**Table 17: PTIF Project Budget Modifications**

PTIF Project	Project Budget			Explanation of Changes
	As Submitted in October 2016 and Approved by Infrastructure Canada	June 2017 Modification 1: As Approved by Infrastructure Canada	December 2017 Modification 2: As Submitted to Infrastructure Canada	
<b><u>Roads-Related Transit Projects</u></b>				
Construction of BRT Lanes along with on road cycling lanes on Highway 2 between Westney Road and Harwood Avenue (650 metres)	\$8,950,000	\$8,950,000	\$8,950,000	N/A
Detail Design and Critical Utility Relocations for BRT Expansion along with on road cycling lanes between Liverpool Road and Brock Road (1.3 km)	\$1,000,000	\$1,000,000	\$1,000,000	N/A
Additional design of Bus Rapid Transit roadwork and utility investigations on Highway 2 (3 segments) *	\$0	\$0	\$1,662,000	Reprioritization of needs
Construction of a cycling lane to support Highway 2 PULSE (Route 900) BRT Expansion between Galea Drive and Lake Ridge Road in Ajax (1.8 km)	\$330,000	\$535,000	\$535,000	Bus stop infrastructure added to scope
Improvements to the North Simcoe Commuter Lot through the installation of a paved surface and lighting	\$110,000	\$169,000	\$293,000	Bus stop infrastructure added to scope
<b>Roads-Related Transit Projects Subtotal</b>	<b>\$10,390,000</b>	<b>\$10,654,000</b>	<b>\$12,440,000</b>	
<b><u>Other Transit Projects</u></b>				
On Board Bus Security Cameras (total of 232)	\$2,000,000	\$2,000,000	\$2,600,000	Tender pricing; Additional features added to scope
Durham Region Transit Mini- Bus Fleet Expansion (2 buses)	\$400,000	\$225,914	\$242,661	Tender pricing; Structural engineering and parts added to scope
Durham Region Transit Fleet Replacements (24 buses)	\$12,210,000	\$11,851,064	\$11,792,289	Tender Pricing; Structural engineering and parts added to scope
Durham Region Transit Specialized Services Fleet Replacements (8 buses)	\$1,600,000	\$903,654	\$1,080,289	Tender Pricing; Structural engineering and parts added to scope
Preparation for Raleigh Garage Facility Expansion	\$7,450,000	\$7,450,000	\$2,175,500	Reprioritization of needs
Refurnishment of 5 Buses	\$1,010,228	\$0	\$0	Reprioritization of needs
New Conventional Bus Replacements (4 buses)	\$0	\$1,975,598	\$2,326,960	Reprioritization of needs
4 New Buses	\$0	\$0	\$2,402,531	Reprioritization of needs
<b>Other Transit Projects Subtotal</b>	<b>\$24,670,228</b>	<b>\$24,406,228</b>	<b>\$22,620,228</b>	
<b>TOTAL</b>	<b>\$35,060,228</b>	<b>\$35,060,228</b>	<b>\$35,060,228</b>	

Note: December 2017 modifications included additional design of BRT roadwork and utility investigations on Highway 2, at a cost of \$1,662,000, including: Salem Road to Galea Drive (\$380,000), Delta Boulevard to Meriton Road (\$500,000), Dixie Road to Liverpool Road (\$500,000) and temporary staff/consulting (\$282,000).



- On January 4, 2018, the Region received notification that The Government of Canada has agreed to extend the Public Transit Infrastructure Fund (PTIF) program into a fourth year, so that recipients may incur eligible costs up to and including March 31, 2020. The requirement that 60 per cent of PTIF project costs be incurred before March 31, 2018 was also dropped.
- Under prior PTIF program criteria, all PTIF projects were required to be completed by March 31, 2019, with 60 per cent of project costs required to be incurred by March 31, 2018 and 100 per cent of costs by March 31, 2019. Under this former criteria, it was previously estimated that up to \$2.7 million in total PTIF project costs were at risk of not meeting eligibility for 50 per cent Federal PTIF funding (\$1.35 million in Federal funding) as costs were at risk of being incurred beyond the deadlines.
- Currently, all PTIF projects are expected to be completed in time to meet the new program spending deadline of March 31, 2020, and PTIF funding is no longer considered at-risk.

#### 9.4.3 Public Transit Infrastructure Fund Phase 2 (PTIF2)

- The federal government has provided preliminary information on the future Public Transit Infrastructure Fund Phase 2 (PTIF2). Based on this, Regional staff estimate that Durham Region could receive, over a 10 year period, up to \$95 million in Federal funding and between \$76 million to \$78 million in Provincial funding. This would require matching Regional funding of between \$59 million to \$64 million, resulting in a total estimated gross transit capital investment of between \$229 million and \$236 million (Report #2017-COW-214). Staff are working with Provincial staff to scope potential projects which reflect priorities of the recent Transportation Master Plan and DRT's service strategy, such as completion of Highway 2 BRT, a new central facility, articulated buses, and preparatory activities for rapid transit on Simcoe Street. In addition to the Region's matching share of project costs (about \$60 million), it is estimated the Region could incur \$40-\$50 million in ineligible property costs, as well as additional staffing costs for project implementation. Implementation will also have implications for DRT's operating costs.
- In anticipation of potential funding from the PTIF2 or other such funding opportunities from senior levels of government, there is \$5 million in the proposed 2018 transportation capital program for property acquisition for BRT projects including parcels along Regional Highway 2 from Delta Boulevard to Merritton Road, Dixie Road to Liverpool Road and Salem Road to Galea Drive. Advance acquisition of these properties would allow the Region to become design ready for segments that are already EA approved through the City of Pickering and the Town of Ajax.

#### 9.4.4 Provincial Gas Tax

- The Province of Ontario has proposed increasing funding for local transit through an enhancement to the existing Provincial Gas Tax program starting in 2019. Funding will increase from two cents per litre to four cents per litre by 2021/2022, resulting in Durham's share increasing as follows:

**Table 18: Provincial Gas Tax Revenues:**

Provincial Gas Tax	2018/2019	2019/2020	2020/2021	2021/2022
<b>Municipal Share</b>				
Provincial Gas Tax (per litre)	\$0.020	\$0.025	\$0.030	\$0.040
<b>Ontario Wide Provincial</b>				
Gas Tax Revenue For Municipalities (millions)	\$335	\$401	\$482	\$642
<b>Estimated Share of</b>				
Provincial Gas Tax for Durham Region (millions)	\$8.60	\$10.29	\$12.37	\$16.48

- It will be recommended that the Region's share of Provincial Gas Tax be used to fund future PRESTO-related costs, as is current practice. Known cost pressures and risks relating to PRESTO are discussed above in sections 9.2 and 9.3.

## 10. Conclusion

- The recommendations provided in this 2018 Transit Servicing and Financing Study can be accommodated with the Regional Council approved 2018 DRT Budget guideline. The proposed 2018 DRT Business Plan and Budget will meet the financial plan outlined in this report.
- DRT's proposed 2018 Business Plan and Budget includes modest yet strategic service enhancements, \$16.97 million in capital investments and the annualization of the 2017 service enhancements.
- The recommended fare increases are required to recover some of the costs of service enhancements and capital investments, and minimize the property tax impact for 2018.
- The annualized cost impact of the proposed 2018 service improvements (\$1.9 million), and optimization (savings of \$0.9 million), result in a net cost impact of approximately \$1.0 million. This, along with economic and inflationary cost pressures, will have to be absorbed in the DRT 2019 Business Plan and Budget.

- For the forecast period, the capital program and proposed service enhancements will continue to be monitored and refined upon further review for potential efficiencies and a business case approach to ensure reasonable cost estimates.
- A similar report will be presented to the Committee of the Whole on February 6 and 7 and Regional Council on February 14, 2018.

## 11. Attachments

### Schedules:

Schedule 1	Recommended 2018 Regular Fares
Schedule 2	Proposed 2018 Service Adjustments
Schedule 3	North Service Strategy Performance
Schedule 4	North Service Strategy Service and Cost
Schedule 5	Underperforming Routes
Schedule 6	Listing of All Routes by Revenue Hours of Service

### Appendices:

Appendix #1	Ridership
Appendix #2	Route Performance
Appendix #3	North Service Strategy
Appendix #4	10 Year (2018 to 2027) DRT Service Plan
Appendix #5	10 Year (2018 to 2027) DRT Capital Budget Program
Appendix #6	Shelters and Hard Surface Paving (pads)
Appendix #7	Specialized Services
Appendix #8	Route Maps

Original Signed By

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Vincent Patterson, MCIP, RPP, MEng  
General Manager, Durham Region Transit

Original Signed By

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R.J. Clapp, CPA, CA  
Treasurer, Durham Region Transit

Recommended for Presentation to Committee:

Original Signed By

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G.H. Cubitt, M.S.W.  
Chief Administrative Office

# SCHEDULES

### Schedule 1: Proposed 2018 Fare Increases

Fare Category	Current Fare	Recommended Increase May 1, 2018	% Increase
Adult			
Cash	\$3.75	\$3.75	0%
<b>Presto</b>	<b>\$3.10</b>	<b>\$3.15</b>	<b>2%</b>
<b>10 Ride Tickets</b>	<b>\$31.00</b>	<b>\$31.50</b>	<b>2%</b>
Monthly Pass <sup>1</sup>	\$117.00	\$117.00	0%
Senior <sup>2</sup>			
Cash	\$2.50	\$2.50	0%
Presto	\$2.10	\$2.10	0%
10 Ride Tickets	\$21.00	\$21.00	0%
Monthly Pass	\$46.00	\$46.00	0%
Youth <sup>3</sup>			
Cash	\$3.75	\$3.75	0%
Presto	\$2.80	\$2.80	0%
10 Ride Tickets	\$28.00	\$28.00	0%
Monthly Pass	\$93.50	\$93.50	0%
Child <sup>4</sup>			
Cash	\$2.50	\$2.50	0%
Presto	\$2.10	\$2.10	0%
10 Ride Tickets	\$21.00	\$21.00	0%
Monthly Pass	\$65.00	\$65.00	0%
Co-Fare Link with Go Transit <sup>5</sup>			
Cash	\$0.80	\$0.80	0%
Presto Co Fare	\$0.80	\$0.80	0%
Access Pass			
Monthly Pass	\$46.00	\$46.00	0%
<b>Notes:</b> <sup>1</sup> Adult monthly pass is transferrable provided it is not used at the same time (no pass back). <sup>2</sup> Age 65 and over. <sup>3</sup> Age 13 to 19 inclusive. <sup>4</sup> Age 6 to 12 inclusive (Age 5 and younger ride free) <sup>5</sup> Agreement with GO Transit where a reduced PRESTO and cash fare are accepted when presenting a valid PRESTO card, GO Transit day pass or single ride ticket. GO Transit reimburses DRT up to 75% of the adult ticket fare.			

**Schedule 2: Proposed 2018 Service Adjustments to be Implemented in  
April and July 2018**

**Service Enhancements:**

Proposed 2018 Service Enhancements	Description	Municipality	Start Date	2018 Revenue Hours of Service	2018 Total Operating Cost	Annual Cost
<b>High Frequency Network</b>						
120 Whites	Extended early morning Saturday service to start at 06:00. Extended early morning Sunday service to start at 08:00, additional late night trips to 22:00.	Pickering	1-Jul-2018	122	\$ 12,772	\$ 25,544
224 Harwood - Salem South	Extended early morning Saturday service to start at 06:00, additional late night trip at 24:00. Extended early morning Sunday service to start at 07:00, additional late night trips to 22:00.	Ajax	1-Jul-2018	153	\$ 15,208	\$ 30,416
302 Baldwin - Brock	Extended early morning Saturday service to start at 06:00. Route restructuring in West Brooklin.	Whitby	1-Jul-2018	137	\$ 11,770	\$ 23,541
401 Simcoe	Additional Sunday service added to reflect Saturday schedule.	Oshawa	1-Jul-2018	317	\$ 29,078	\$ 58,156
915 Taunton	Extend service to Harmony Terminal, via Taunton Road, east of Simcoe Street. Weekday service to operate via UOIT / DC North Campus Terminal. Extended early morning Saturday service to start at 06:00.	Ajax / Whitby / Oshawa	1-Jul-2018	2,877	\$ 286,026	\$ 572,053
916 Rossland	Extended early morning Saturday service to start at 06:00.	Pickering / Ajax / Whitby / Oshawa	1-Jul-2018	186	\$ 19,574	\$ 39,149
<b>Subtotal</b>				<b>3,790</b>	<b>\$ 374,429</b>	<b>\$ 748,859</b>
<b>West - Feeder Route Improvement</b>						
112 Brock	Route restructuring on Zents / Rex Heath. Road opening.	Pickering	1-Jul-2018	0	\$0	\$0
217 Monarch	Extended service on Saturday and Sunday to replace Route 284 Late Night Shuttle.	Ajax	1-Jul-2018	14	\$1,492	\$2,985
223 Bayly	Extended service on Saturday and Sunday to replace Route 284 Late Night Shuttle.	Ajax / Pickering	1-Jul-2018	14	\$1,731	\$3,462
225 Audley North	Route restructuring on Turnerbury Ave. Road opening.	Ajax	1-Jul-2018	0	\$0	\$0
<b>Subtotal</b>				<b>29</b>	<b>\$ 3,223</b>	<b>\$ 6,446</b>
<b>Central - New Growth and Feeder Route Improvements</b>						
301 West Lynde	New Saturday and Sunday service, replacing Route 318.	Whitby	1-Apr-2018	486	\$ 39,927	\$ 54,582
303 Garden	New Saturday and Sunday service, replacing Route 318.	Whitby	1-Apr-2018	433	\$ 34,525	\$ 47,197
305 Thickson	Additional Sunday trip to depart at 18:30.	Whitby	1-Jul-2018	10	\$ 884	\$ 1,768
310 Winchester	New weekday midday and evening, Saturday and Sunday service.	Whitby / Oshawa	1-Jul-2018	676	\$ 62,989	\$ 125,977
403 Park	Additional Sunday trip to depart at 18:00.	Oshawa	1-Jul-2018	38	\$ 3,771	\$ 7,542
405 Wilson	Sunday evening service extended to 22:00.	Oshawa	1-Jul-2018	239	\$ 21,585	\$ 43,170
407 Ritson	Sunday evening service extended to 22:00.	Oshawa	1-Jul-2018	224	\$ 21,175	\$ 42,349
409 Garrard - Stevenson	Additional Sunday trip to depart at 18:30.	Oshawa	1-Jul-2018	36	\$ 3,499	\$ 6,998
410 Olive - Harmony	Additional Sunday trip to depart at 19:00.	Oshawa	1-Jul-2018	31	\$ 2,856	\$ 5,712
411 South Courtice	Additional Sunday trip to depart at 19:00.	Oshawa / Clarington	1-Jul-2018	33	\$ 3,248	\$ 6,497
417 Conlin	New weekday midday and evening, Saturday and Sunday service.	Oshawa	1-Jul-2018	3,132	\$ 296,662	\$ 593,325
420 Britannia West	Route extended to service new growth areas. Additional weekday peak period trips added.	Oshawa	1-Jul-2018	453	\$ 38,616	\$ 77,233
<b>Subtotal</b>				<b>5,789</b>	<b>\$ 529,736</b>	<b>\$ 1,012,348</b>
<b>East - Feeder Network Improvements</b>						
Route		Clarington	1-Jul-2018		\$ -	\$ -
<b>Subtotal</b>				<b>0</b>	<b>\$ -</b>	<b>\$ -</b>
850 / 852 Run As Directed	Stand by bus service.	All	1-Jul-2018	916	\$ 81,833	\$ 163,667
<b>Subtotal</b>				<b>916</b>	<b>\$ 81,833</b>	<b>\$ 163,667</b>
<b>TOTAL PROPOSED SERVICE ENHANCEMENTS</b>				<b>10,523</b>	<b>\$ 989,223</b>	<b>\$ 1,931,320</b>

**To Be Offset By Efficiencies as Follows:**

Proposed 2017 Route Service Optimization	Description	Municipality	Start Date	2018 Revenue Hours of Service	2018 Total Operating Cost	Annual Cost
110 Finch West	Select low ridership weekday AM / PM peak trips cancelled.	Pickering	1-Apr-2018	(517)	-\$ 76,129	-\$ 104,071
284 Late Night Shuttle	Weekend service replaced by expanded routes 217 Monarch, 223 Bayly, and 224 Harwood-Salem.	Ajax	1-Jul-2018	(45)	-\$ 4,515	-\$ 9,029
318 Garden - West Lynde	Route replaced by expanded routes 301 West Lynde and 303 Garden.	Whitby	1-Apr-2018	(918)	-\$ 74,452	-\$ 101,779
416 Kedron	Route replaced by extended Route 915 Taunton and expanded Route 417 Conlin.	Oshawa	1-Jul-2018	(3,740)	-\$ 334,476	-\$ 668,952
<b>TOTAL PROPOSED SERVICE REDUCTIONS</b>				<b>(5,220)</b>	<b>-\$ 489,571</b>	<b>-\$ 883,831</b>
<b>TOTAL SERVICE ADJUSTMENTS</b>				<b>5,303</b>	<b>\$ 499,651</b>	<b>\$ 1,047,489</b>

## Schedule 3: North Service Strategy Route Performance

**North Service Strategy Route Performance - Fixed Route Service**

Year	Average Daily Weekday Boardings				
	July	August	September	October	November
Weekday					
2017*	219	211	370	280	257
Saturday					
					282

	Average Daily Boardings
	June to December

Weekday	
---------	--

Saturday	
----------	--

	Average Monthly Boardings
	September to December 2017
651 – Uxbridge Connector	0.0
652 – Port Perry Connector	0.0
653 – Beaverton-Orillia Connector	10.3
654 – Cannington-Lindsay Connector	3.8



## Schedule 4: North Service Strategy Service and Cost

(D) All Transit Services in Northern Municipalities and Cost											
(i) Scheduled DRT Routes											
	Service Summary						Cost Summary				
	Current Service HRS	2018 Service Changes	Total 2018 Service HRS	Daily Weekday Trips	Weekday Service Span	Daily Weekday Service Hours	Saturday Trips	Saturday Service Span	Saturday Service Hours	Bus Type	Net Operating Cost
	2,255	0	2,255	7.0	5:50-19:05	8.9	0.0	0.0	0.0	Small Bus	\$240,020
	1,512	0	1,512	6.0	6:00 - 19:00	5.9	0.0	0.0	0.0	Small Bus	\$151,076
	1,008	0	1,008	4.0	6:00 - 19:00	4.0	0.0	0.0	0.0	Mini Bus	\$106,602
	1,008	0	1,008	4.0	6:00 - 19:00	4.0	0.0	0.0	0.0	Mini Bus	\$106,602
	144	0	144	4.0	9:00 - 16:00	2.8	0.0	0.0	0.0	Mini Bus	\$29,326
	96	0	96	4.0	9:00 - 16:00	1.9	0.0	0.0	0.0	Mini Bus	\$26,173
	6,827	0	6,827	23.0	6:20-22:15	24.4	12.0	7:00 - 19:00	12.7	Small Bus	\$670,601
	1,025	0	1,025	10.0	7:20-18:35	4.1	0.0	0.0	0.0	Small Bus	\$113,702
Subtotal	13,875	0	13,875	62.0		55.8	12.0		12.7		\$1,444,102
Total Northern Townships	13,875	0	13,875								\$1,444,102
DRT Fixed Conventional Service HRS Lakeshore	507,449	5,303	512,752								
Total Service North & Lakeshore	521,324	5,303	526,627								
% of Service in North Townships	3%		3%								
(ii) Specialized Services											
	Service Summary			Cost Summary							
	2017 Total Trips	2017 Trips by DRT Vans	2017 Trips by Taxis	2017 Cost							
	9,828	2,398	7,430	\$307,267							
	170,727	110,430	60,297	\$5,322,733							
	180,555	112,828	67,727	\$5,630,000							
Northern Townships (estimated)											5.5%
Lakeshore Municipalities (estimated)											
Total Specialized Trips											
% of Service in North Townships	5.4%	2.1%	11.0%								
(iii) GO One Fare Anywhere Service											
	Service Summary			Cost Summary							
	2017 Revenue Service Hours	Estimated 2017 Boardings	Estimated 2016 Cost								
	1,718	n/a	n/a								
	2,848	n/a	n/a								
	2,103	n/a	n/a								
	6,669	35,000	\$197,000								
	24,676	115,393	\$650,000								
	31,345	150,393	\$847,000								
% Northern Townships	21%	23%									
(iv) Infrastructure											
	Transit Stops	Accessible Platforms	Shelters								
	38	15	1								
	77	47	5								
	72	42	8								
	187	104	14								
	2,577	2,119	513								
	2,764	2,223	527								
% in Northern Townships	7%	5%	3%								

## Schedule 5: Underperforming Routes

Route	Time	2017 Boardings Per Hour	Standard	2018 Revenue Hours	Estimated 2018 Cost	2018 Action
<b>Local Routes</b>						
<b>420 - Britannia West</b> (Oshawa)	Weekday	6.6	7	1,266	\$ 115,301	Service recently introduced in September 2017. Continue service and monitor performance. The 2018 Service Plan includes a route extension on Britannia Avenue to Windfields Farm Drive and introduction of additional trips during the weekday peak period to serve this growing residential area.
<b>318 - Garden-West Lynde</b> (Whitby)	Weekday	6.1	7	828	\$ 73,946	The 2018 Service Plan will replace this route with the introduction of expanded service on Routes 301 and 303.
<b>603 - Pickering - Uxbridge</b> (Pickering/Uxbridge)	Weekday	2.4	7	1,512	\$ 151,076	Service recently introduced in September 2017 to replace former Route 199 - Claremont service. Continue service and monitor performance. As part of the long-term North Service Strategy, continue service and monitor performance.
<b>601 - Brock - Uxbridge</b> (Brock/Uxbridge)	Weekday	2.2	7	2,255	\$ 240,220	This route provides essential base level of transit service in Brock/Uxbridge. As part of the long-term North Service Strategy, continue service and monitor performance.
<b>960 - Newmarket-Uxbridge</b> (Newmarket/Uxbridge)	Weekday	1.8	7	1,025	\$ 113,702	New route introduced in June 2016 as part of DRT's North Service Strategy Pilot Program. As part of the long-term North Service Strategy, continue service and monitor performance.
<b>Community Routes</b>						
<b>199 - Claremont (Pickering)</b>	Friday	3.0	4	0	\$ -	No further actions. In September 2017, service was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday
<b>TOTAL</b>				<b>6,886</b>	<b>\$ 694,245</b>	

# Schedule 6: Listing of All Routes by Revenue Hours of Services

			2017 Rev Hrs	2018 Base Budget Rev Hrs (Note 1)	2018 Budget Change Rev Hrs	2018 Proposed Budget Rev Hrs
Existing Route	Existing Route	Proposed Route				
101 - Bay Ridges	101 - Bay Ridges	101 - Bay Ridges	3,524	3,524		3,524
103 - Glenanna	103 - Glenanna	103 - Glenanna	6,413	6,327		6,327
107 - Rosebank	107 - Rosebank	107 - Rosebank	1,498	1,498		1,498
110 - Finch West	110 - Finch West	110 - Finch West	12,360	12,360	-517	11,842
111 - East Pickering	111 - East Pickering	111 - East Pickering	9,973	9,123		9,123
112 - Brock	112 - Brock	112 - Brock	10,311	10,311		10,311
120 - Whites	120 - Whites	120 - Whites	7,323	7,323	122	7,445
181 - Late Nigh Shuttle	181 - Late Nigh Shuttle	181 - Late Nigh Shuttle	925	925		925
182 - Late Nigh Shuttle	182 - Late Nigh Shuttle	182 - Late Nigh Shuttle	661	661		661
193 - Community Route	193 - Community Route	193 - Community Route	1,768	1,768		1,768
199 - Claremont			82			
215 - Salem North	215 - Salem North	215 - Salem North	1,531	1,531		1,531
216 - Harwood North	216 - Harwood North	216 - Harwood North	9,306	9,258		9,258
217 - Monarch	217 - Monarch	217 - Monarch	6,461	6,461	14	6,476
218 - Pickering Beach	218 - Pickering Beach	218 - Pickering Beach	1,017	1,017		1,017
219 - Ravenscroft	219 - Ravenscroft	219 - Ravenscroft	10,152	10,283		10,283
223 - Bayly	223 - Bayly	223 - Bayly	14,955	14,955	14	14,969
224 - Harwood-Salem	224 - Harwood-Salem	224 - Harwood-Salem	12,909	13,498	153	13,651
225 - Audley North	225 - Audley North	225 - Audley North	12,432	12,669		12,669
226 - Westney South	226 - Westney South	226 - Westney South	5,547	5,489		5,489
232 - Church	232 - Church	232 - Church	5,430	5,430		5,430
283 - Late Night Shuttle	283 - Late Night Shuttle	283 - Late Night Shuttle	868	937		937
284 - Late Night Shuttle	284 - Late Night Shuttle	284 - Late Night Shuttle	732	801	-45	756
291 - Community Route	291 - Community Route	291 - Community Route	3,636	3,636		3,636
292 - Community Route	292 - Community Route	292 - Community Route	2,506	2,506		2,506
301 - West Lynde	301 - West Lynde	301 - West Lynde	5,727	5,727	486	6,213
302 - Baldwin - Brock	302 - Baldwin - Brock	302 - Baldwin - Brock	14,783	15,847	137	15,984
303 - Garden	303 - Garden	303 - Garden	5,443	5,443	433	5,875
304 - Anderson	304 - Anderson	304 - Anderson	8,424	8,380		8,380
305 - Thicksen	305 - Thicksen	305 - Thicksen	8,484	8,444	10	8,454
308 - Whitby Shores	308 - Whitby Shores	308 - Whitby Shores	5,303	5,280		5,280
310 - Brooklin / UOIT	310 - Brooklin / UOIT	310 - Brooklin / UOIT	1,435	1,435	676	2,111
312 - Central Whitby	312 - Central Whitby	312 - Central Whitby	6,478	6,478		6,478
318 - Garden / West Lynde	318 - Garden / West Lynde		2,027	1,746	-918	827
380 - ARC	380 - ARC	380 - ARC	899	899		899
385 - Late Night Shuttle	385 - Late Night Shuttle	385 - Late Night Shuttle	807	876		876
401 - Simcoe	401 - Simcoe	401 - Simcoe	35,094	34,901	317	35,218
402 - King	402 - King	402 - King	8,956	8,956		8,956
403 - Park	403 - Park	403 - Park	10,938	10,938	38	10,976
405 - Wilson	405 - Wilson	405 - Wilson	15,470	15,470	239	15,709
407 - Ritson Colonel Sam	407 - Ritson Colonel Sam	407 - Ritson Colonel Sam	15,036	15,036	224	15,259
409 - Thornton / Stevenson			4,177			
408 - Garrard	408 - Garrard	408 - Garrard	755	1,711		1,711
409 - Garrard - Stevenson	409 - Garrard - Stevenson	409 - Garrard - Stevenson	1,553	4,773	36	4,809
410 - Olive - Harmony	410 - Olive - Harmony	410 - Olive - Harmony	10,498	10,498	31	10,529
411 - South Courtice	411 - South Courtice	411 - South Courtice	13,259	13,259	33	13,292
412 - Adelaide	412 - Adelaide	412 - Adelaide	11,791	11,791		11,791
414 - Community Route	414 - Community Route	414 - Community Route	879	879		879
416 - Kedron	416 - Kedron		6,635	6,635	-3,740	2,894
417 - Conlin	417 - Conlin	417 - Conlin	3,221	3,221	3,132	6,353
420 - Britannia West	420 - Britannia West	420 - Britannia West	264	813	453	1,266
501 - South Bowmanville	501 - South Bowmanville	501 - South Bowmanville	4,524	4,524		4,524
502 - North Bowmanville	502 - North Bowmanville	502 - North Bowmanville	2,673	2,673		2,673
506 - Clarington Community Route	506 - Clarington Community Route	506 - Clarington Community Route	845	845		845
601 - Brock - Uxbridge	601 - Brock - Uxbridge	601 - Brock - Uxbridge	2,255	2,255		2,255
603 - Pickering - Uxbridge	603 - Pickering - Uxbridge	603 - Pickering - Uxbridge	486	1,512		1,512
651 OD - Uxbridge Connector	651 OD - Uxbridge Connector	651 OD - Uxbridge Connector	336	1,008		1,008
652 OD - Scugog Connector	652 OD - Scugog Connector	652 OD - Scugog Connector	336	1,008		1,008
653 OD - Beaverton - Orillia Connector	653 OD - Beaverton - Orillia Connector	653 OD - Beaverton - Orillia Connector	48	144		144
654 OD - Cannington - Lindsay Connector	654 OD - Cannington - Lindsay Connector	654 OD - Cannington - Lindsay Connector	32	96		96
852 - Run as Directed	852 - Run as Directed	852 - Run as Directed	446	1,381	916	2,296
PULSE 900 - Highway 2	PULSE 900 - Highway 2	PULSE 900 - Highway 2	68,872	70,756		70,756
910 - Campus Connect	910 - Campus Connect	910 - Campus Connect	17,265	17,265		17,265
915 - Taunton	915 - Taunton	915 - Taunton	30,755	33,238	2,877	36,114
916 - Rossland	916 - Rossland	916 - Rossland	25,145	27,677	186	27,863
922 - Bloor / Townline	922 - Bloor / Townline	922 - Bloor / Townline	7,866	7,369		7,369
950 - Reach / Simcoe North	950 - Reach / Simcoe North	950 - Reach / Simcoe North	6,509	6,827		6,827
960 - Newmarket - Uxbrige	960 - Newmarket - Uxbrige	960 - Newmarket - Uxbrige	1,025	1,025		1,025
TOTAL			510,070	521,324	5,303	526,627

Note 1: Represents the 2018 annualization of service changes that were implemented in 2017.

# APPENDIX #1

## APPENDIX 1: RIDERSHIP TRENDS

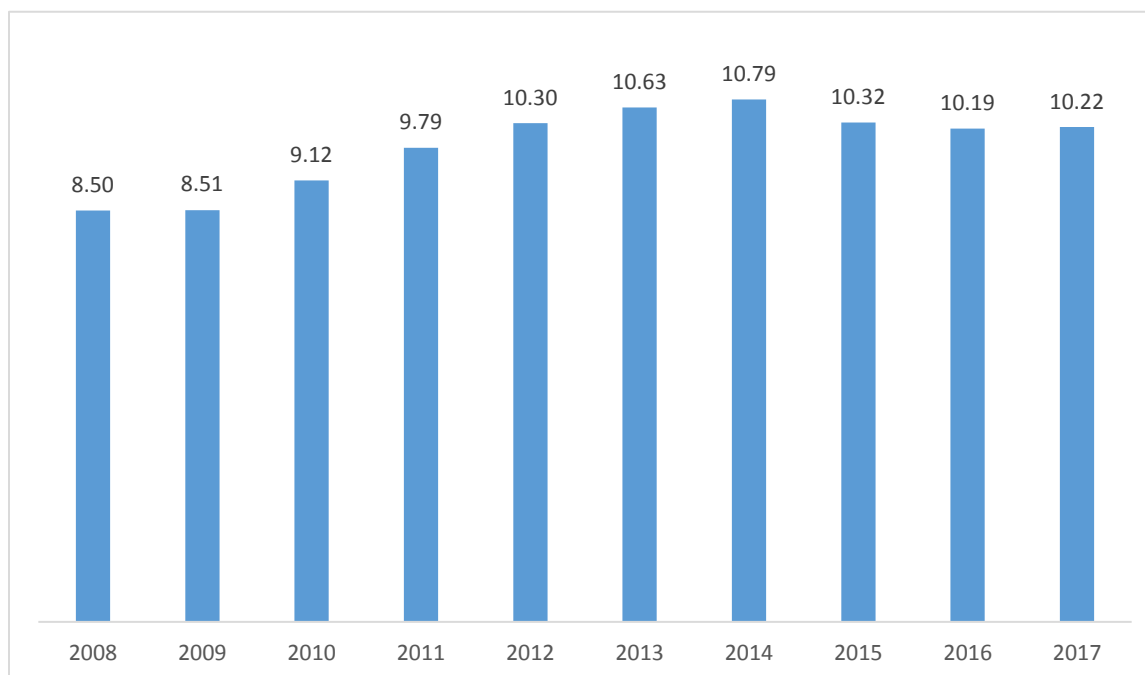
### 1. Background

The term “ridership” refers to the number of customer linked trips provided by DRT, as opposed to “boardings”, a metric which includes incidents when customers board a DRT vehicle with a transfer. DRT collects ridership data via a number of sources including electronic fare boxes, smart card technology and invoice data. Importantly, DRT’s level of ridership has implications for the financial sustainability of DRT through the fare revenue that DRT collects. Ridership trends are also tracked so that DRT can evaluate performance against goals and objectives, and make informed decisions regarding services and fares.

### 2. System-Wide Ridership Trends

For 2017, DRT actual ridership was 10.22 million, 2.5 per cent less than the 2017 budget, but a slight increase over to 2016 actual ridership (10.19 million), in spite of the labour disruption in the fall of 2017 at Durham College.

**Figure 1: DRT Ridership (millions)**



For various passenger types, Table 1 compares 2017 estimated actual ridership to 2016 and 2015 levels, as well as 2017 budgeted levels. Over 2017, ridership growth was experienced among Adult, U-Pass, Senior, and Child categories, while ridership decreased among Co-Fare, Youth, Access Pass, and Go Bus riders.

The greatest increase in ridership occurred in the Adult category which grew by about 130,000 rides, or 4 per cent. The greatest decrease in ridership occurred within the Youth category which decreased by about 97,000 rides, or 7.4 per cent.

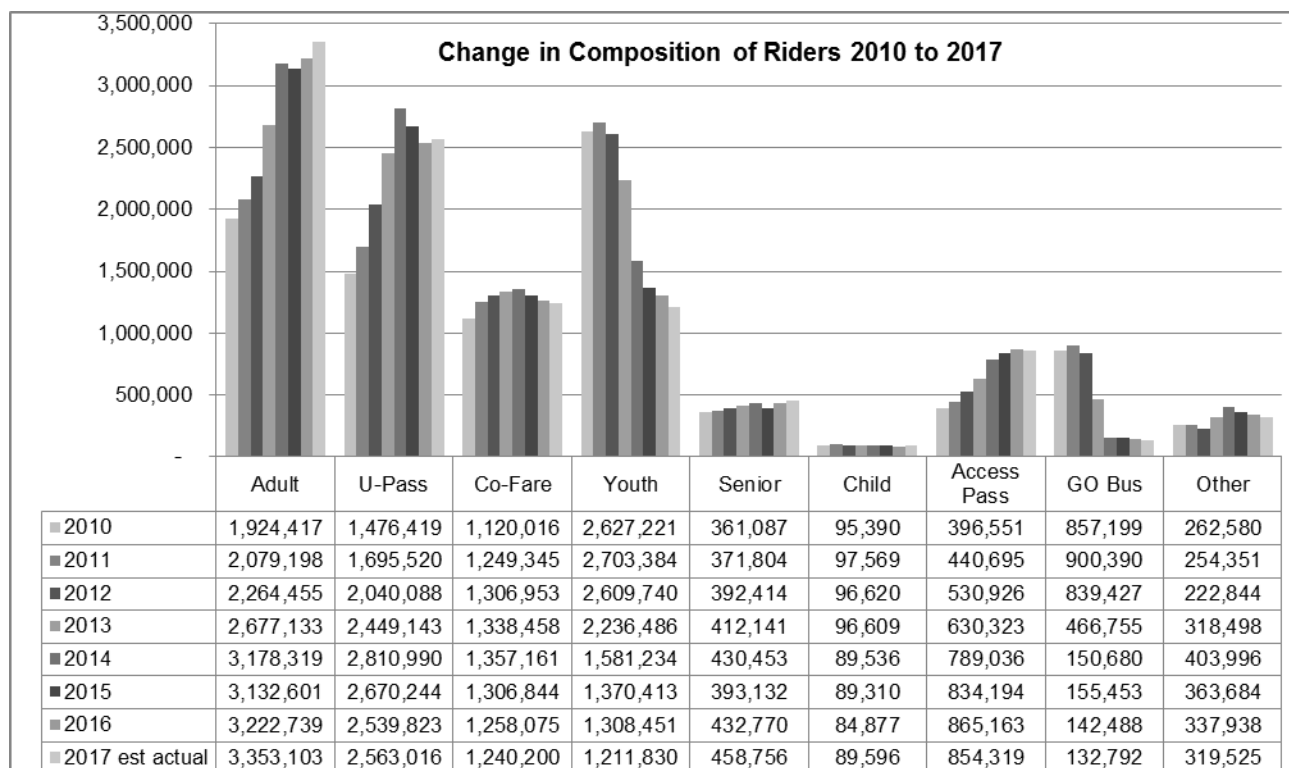
**Table 1: 2017 DRT Ridership by Fare Categories**

Riders	2015 Actual	2016 Actual	2016 Actual (Percent Distribution)	2017 Budget	2017 Est. Actual	2017 Est. Actual (Percent Distribution)	Difference (2016-2017 Actual)	% Change (2016-2017 Actual)
Adult	3,132,601	3,222,739	31.6%	3,356,147	3,353,103	32.8%	130,364	4.0%
U-Pass	2,670,244	2,539,823	24.9%	2,609,808	2,563,016	25.1%	23,193	0.9%
Co-Fare	1,306,844	1,258,075	12.3%	1,295,120	1,240,200	12.1%	(17,875)	-1.4%
Youth	1,370,413	1,308,451	12.8%	1,329,296	1,211,830	11.9%	(96,622)	-7.4%
Senior	393,132	432,770	4.2%	462,002	458,756	4.5%	25,987	6.0%
Child	89,310	84,877	0.8%	73,926	89,596	0.9%	4,720	5.6%
Access	834,194	865,163	8.5%	869,355	854,319	8.4%	(10,845)	-1.3%
GO Bus	155,453	142,488	1.4%	144,042	132,792	1.3%	(9,696)	-6.8%
Other <sup>1</sup>	363,684	337,938	3.3%	344,301	319,525	3.1%	(18,413)	-5.4%
<b>Total</b>	<b>10,315,877</b>	<b>10,192,323</b>	<b>100.0%</b>	<b>10,483,997</b>	<b>10,223,137</b>	<b>100.0%</b>	<b>30,814</b>	<b>0.3%</b>

<sup>1</sup> Other includes underpayment fares, unclassified, ride-to-read, support persons, etc.

Figure 2 illustrates the changes in each of DRT's ridership categories since 2010. Significant growth has been achieved within the Adult and U-Pass ridership categories, while Youth ridership declined substantially in 2013 with the end of the school board bulk rate program in 2013, and in each subsequent year.

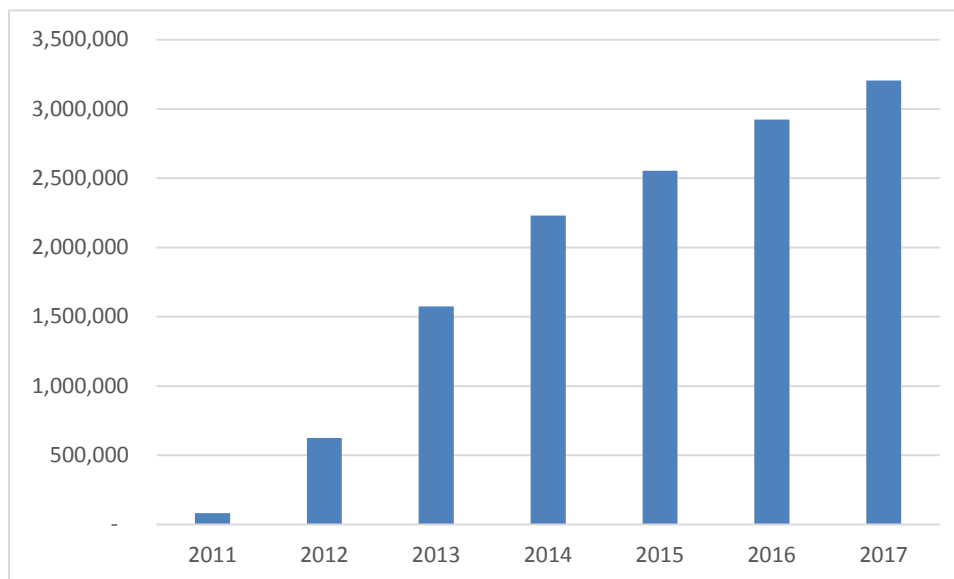
**Figure 2: Changes in Ridership Composition from 2010 to 2017**



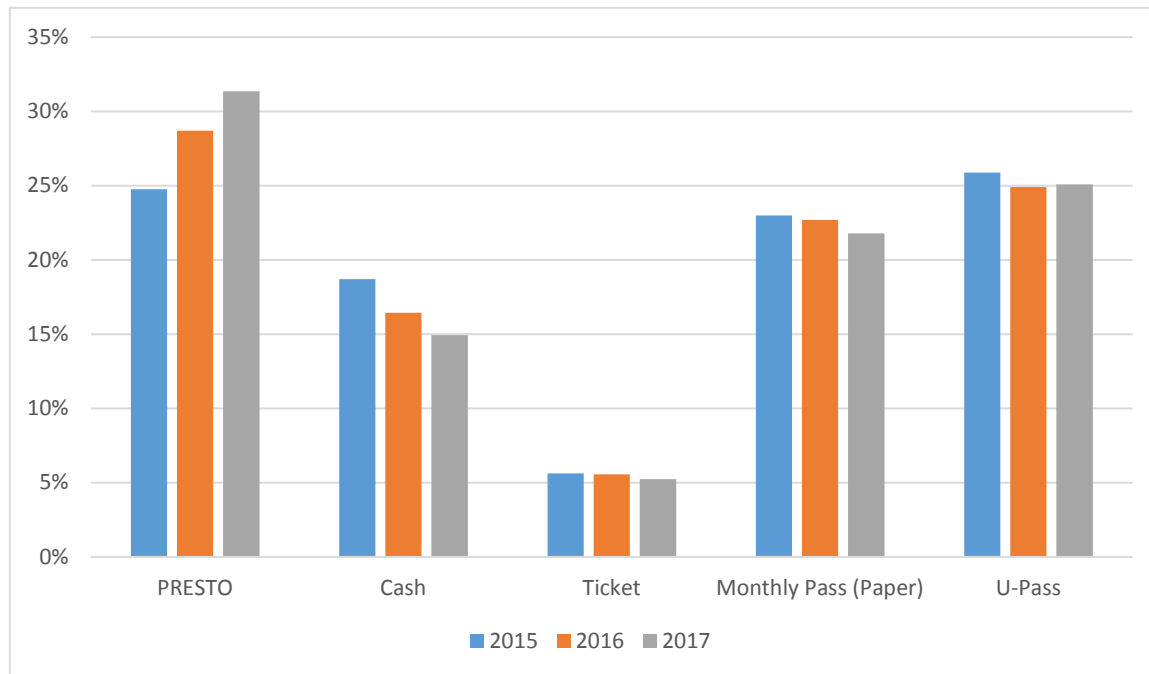
### 3. Fare Payment Trends

- PRESTO is the electronic fare card system available to all GTHA transit customers. PRESTO users can load value onto their PRESTO card either in the form of money onto their “e-purse” and they then pay one trip at a time off their card balance, or in the form of a monthly period pass and they then pay once a month for unlimited travel on DRT services.
- Transit agencies in the GTHA are required to participate in PRESTO as a condition to receive Provincial Gas Tax Funding.
- The use of PRESTO on DRT continues to rise since the implementation of the fare system in June 2011. A total of 3.2 million trips were validated with the PRESTO system in 2017.
- The use of PRESTO represents as much as 42 percent of non U-Pass ridership. The majority of passenger trips that are paid for using PRESTO are paid for using the e-purse option (91 per cent) while the rest (9 per cent) are paid for using the monthly period pass option.

**Figure 3: PRESTO Use History**



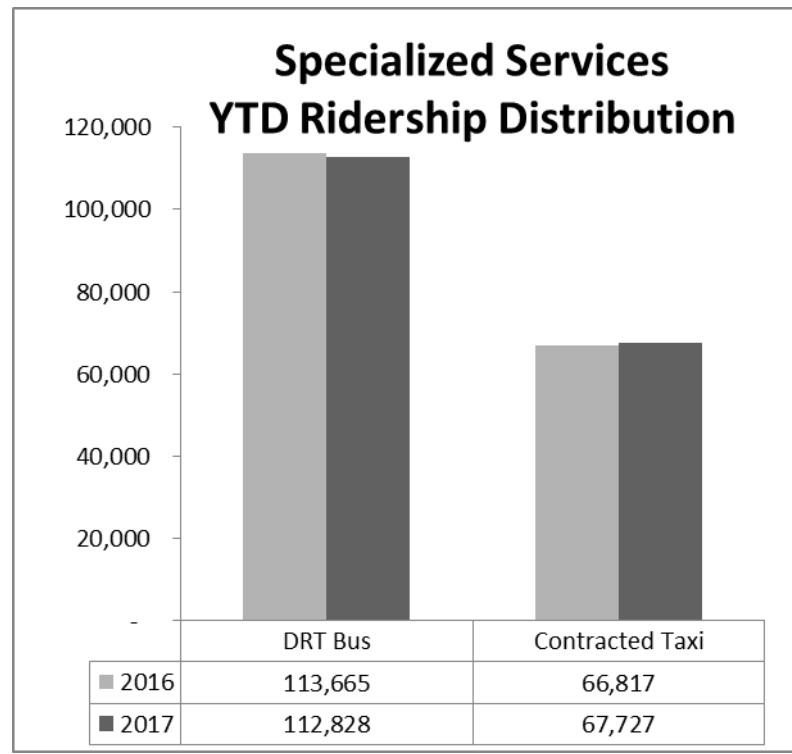
- In 2017, trips paid with PRESTO account for about 31 per cent of DRT passenger trips, compared to 29 per cent in 2016 and 25 per cent in 2015. Meanwhile, cash and monthly paper pass ridership has experienced a corresponding decline.

**Figure 4: 2017 Fare Payment Distribution**

#### 4. Ridership on Specialized Services

- Actual year-end ridership on DRT specialized services for 2017 was 180.6 thousand rides, approximately equal to 2017 budget and slightly higher than 2016. DRT has made a conscious effort to limit contracted taxi over-expenditures and expand on the integration of accessible services available through conventional transit.
- In 2017, DRT Specialized Services accommodated 62 percent of trip requests on its own vehicles while 38 percent of the trip requests were accommodated through contracted taxi arrangements.



**Figure 5: Ridership on DRT Specialized Services**

## 5. Conclusion

In the context of little ridership growth in 2017, DRT is forecasting ridership of 10.48 million passengers for 2018, a 2.5 per cent increase over 2017 actual ridership. The increase in service levels implemented in September 2017 and the continuation of communication and marketing efforts are anticipated to contribute towards ridership gains.

# APPENDIX #2

**Route Performance**

- DRT continuously monitors the performance of all routes. The purpose is to identify opportunities to improve efficiency and potentially re-allocate resources from under-performing services to address growth within the Region and to increase service to meet capacity requirements on existing routes.
- The service standard used to evaluate route performance is the number of boardings per hour (bph).
- The Regional Council approved minimum boardings per hour by route type (Service Standard for route performance) are summarized as follows:

**Table 1: Boardings per Hour Service Standard per Route Type**

Type of Route			
Community	4	4 to 10	10
High Frequency Network (Grid)	Note 1	Note 1	Note 1
Local	7	7 to 28	28
<b>Notes</b> <sup>1</sup> Performance standard does not apply to High Frequency Network routes since service is required to maintain the base grid.			

- Details on the performance of each route are identified in the table below.

**Table 2: Ridership Performance by Route**

Route	Municipality	Time	Service Change in 2017	Total Boardings (2017)	Revenue Service Hours (2017)	Boardings Per Hour	Performance Standard
<b>BRT</b>							
-PULSE 900 – Highway 2	P/A/W/O	All	Yes	2,792,264	68,872	40.5	N/A
<b>High Frequency Network</b>							
401 - Simcoe	Oshawa	All	Yes	1,590,440	35,094	45.3	N/A
915 - Taunton	A/W/O	All	No	1,071,600	30,755	34.8	N/A
916 - Rossland	P/A/W/O	All	Yes	572,247	25,145	22.8	N/A
302 - Baldwin-Brock	Whitby	All	Yes	330,353	14,783	22.3	N/A
224 - Harwood South-Salem South	Ajax	All	Yes	282,901	12,909	21.9	N/A
<b>Local</b>							
416 – Kedron	Oshawa	All	No	296,706	6,635	44.7	Exceeds
402 - King	Oshawa	All	Yes	336,973	8,956	37.6	Exceeds
216 - Harwood North	Ajax	All	Yes	346,323	9,306	37.2	Exceeds
403 – Park	Oshawa	All	No	348,278	10,938	31.8	Exceeds
910 - Campus Connect	Whitby/Oshawa	All	Yes	546,476	17,265	31.7	Exceeds
410 - Olive Harmony	Oshawa	All	No	301,142	10,498	28.7	Meets
407 - Ritson Colonel Sam	Oshawa	All	No	420,917	15,036	28.0	Meets
120 - Whites	Pickering	All	Yes	181,790	7,323	24.8	Meets
405 - Wilson	Oshawa	All	No	363,160	15,470	23.5	Meets
223 - Bayly	Ajax/Pickering	All	No	335,994	14,955	22.5	Meets
101 - Bay Ridges	Pickering	All	Yes	76,483	3,524	21.7	Meets
215 - Salem North	Ajax	Weekday	No	32,714	1,531	21.4	Meets
305 - Thickson	Whitby	All	Yes	173,560	8,484	20.5	Meets
112 – Brock	Pickering	All	No	206,993	10,311	20.1	Meets
408 - Garrard**	Oshawa	Weekday and Saturday	No	14,054	755	18.6	Meets
411 - South Courtice	Oshawa	All	No	236,851	13,259	17.9	Meets
409 - Garrard-Stevenson	Oshawa	All	Yes	101,460	5,730	17.7	Meets
502 - North Bowmanville	Clarington	All	No	46,808	2,673	17.5	Meets
219 - Ravenscroft	Ajax	All	Yes	174,730	10,152	17.2	Meets
412 – Adelaide	Oshawa	All	No	200,519	11,791	17.0	Meets
218 - Pickering Beach	Ajax	Weekday	Yes	16,750	1,017	16.5	Meets
225 - Audley North	Ajax	All	No	199,485	12,432	16.0	Meets
303 – Garden	Whitby	Weekday	No	85,129	5,443	15.6	Meets
301 - West Lynde	Whitby	Weekday	No	87,204	5,727	15.2	Meets
232 – Church	Ajax	All	Yes	82,271	5,430	15.2	Meets
308 - Whitby Shores	Whitby	All	Yes	73,827	5,303	13.9	Meets
226 - Westney South	Ajax	All	Yes	75,865	5,547	13.7	Meets
417 - Conlin	Oshawa	Weekday	No	43,471	3,221	13.5	Meets
103 - Glenanna	Pickering	All	No	85,109	6,413	13.3	Meets
107 - Rosebank	Pickering	Weekday	No	18,981	1,498	12.7	Meets
110 - Finch West	Pickering	All	No	153,847	12,360	12.4	Meets
304 - Anderson	Whitby	All	Yes	102,546	8,424	12.2	Meets
111 - East Pickering	Pickering	All	No	114,833	9,973	11.5	Meets
217 - Monarch	Ajax	All	No	70,365	6,461	10.9	Meets
922 - Bloor Townline	Whitby/Oshawa	Weekday	Yes	78,950	7,866	10.0	Meets
950 - Reach - Simcoe North	Oshawa/Scugog/Uxbridge	Weekday	No	57,379	6,509	8.8	Meets
501 - South Bowmanville	Clarington	All	No	37,035	4,524	8.2	Meets
310 - Winchester	Whitby	Weekday	Yes	11,016	1,435	7.7	Meets
420 - Britannia West**	Oshawa	Weekday	Yes	1,736	264	6.6	Below
318 - Garden-West Lynde	Whitby	Saturday and Sunday	Yes	12,291	2,027	6.1	Below
960 - Newmarket-Uxbridge	Uxbridge/Newmarket	Weekday	No	2,442	1,025	2.4	Below
603 - Pickering-Uxbridge**	Pickering/Uxbridge	Weekday	No	1,064	486	2.2	Below
601 - Brock-Uxbridge	Brock/Uxbridge	Weekday	Yes	3,985	2,255	1.8	Below
<b>Community Route</b>							
312 - Central Whitby	Whitby	All	No	86,007	6,478	13.3	Exceeds
291 - Ajax Community Route	Ajax	All	No	47,970	3,636	13.2	Exceeds
292 - Ajax Community Route	Ajax	Weekday and Saturday	No	32,279	2,506	12.9	Exceeds
193 - Pickering Community Route	Pickering	Weekday and Saturday	Yes	17,402	1,768	9.8	Meets
414 - Oshawa Community Route	Oshawa	Weekday	No	6,791	879	7.7	Meets
506 - Clarington Community Route	Clarington	Weekday	No	3,983	845	4.7	Meets
199 - Claremont*	Pickering	Friday	No	245	82	3.0	Below

\* Service operated from January to August 2017 only

\*\* Service operated from September to December 2017 only

- DRT's 2017 Route Performance Review has identified six conventional routes across the system that are operated based on service standards, but do not currently meet the general performance standard for minimum boardings per hour.
- In 2018, 6,433 revenue service hours are proposed for the routes that were underperforming in 2017. The estimated operating cost of these services is \$694,245. The following table summarizes information on the underperforming routes and recommended actions.

**Table 3: Underperforming Routes and Recommended Actions for Approval**

Route (Municipality)	Minimum Boarding Per Hour Standard	2017 Boardings per Hour	2018 Revenue Hours of Service	Estimated 2018 Operating Cost	Recommended 2018 Action
<b>Local Routes</b>					
420 – Britannia West (Oshawa)	7	6.6	1,226	\$115,301	Service recently introduced in September 2017. Continue service and monitor performance. The 2018 Service Plan includes a route extension on Britannia Avenue to Windfields Farm Drive and introduction of additional trips during the weekday peak period to serve this growing residential area.
318 – Garden-West Lynde (Whitby)	7	6.1	828	\$73,946	The 2018 Service Plan will replace this route with the introduction of expanded service on Routes 301 and 303.
603 - Pickering – Uxbridge (Pickering/Uxbridge)	7	2.4	1,512	\$151,076	Service recently introduced in September 2017 to replace former Route 199 - Claremont service. Continue service and monitor performance. As part of the long-term North Service Strategy, continue service and monitor performance.
601 – Brock – Uxbridge (Brock/Uxbridge)	7	2.2	2,255	\$240,220	This route provides essential base level of transit service in Brock/Uxbridge. As part of the long-term North Service Strategy, continue service and monitor performance.
960 – Newmarket-Uxbridge (Newmarket/Uxbridge)	7	1.8	1,025	\$113,702	New route introduced in June 2016 as part of DRT's North Service Strategy Pilot Program. As part of the long-term North Service Strategy, continue service and monitor performance.
<b>Community Routes</b>					
199 – Claremont	4	3.0	0	0	No further actions. In September 2017, service was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday
<b>Total</b>			<b>6,886</b>	<b>\$694,245</b>	

**420 – Britannia West**

Route 420 Britannia West has an average of 6.6 boardings per hour, which is slightly under the minimum standard of 7 boardings per hour (bph) for DRT local routes. It currently operates during weekday peak periods only, providing bi-directional service from UOIT/DC North Campus Terminal to Britannia Avenue West via Simcoe Street. As a new route introduced in September 2017, it is recommended that DRT continues to operate this route and monitor ridership. In 2018, Route 420 is recommended to be extended further into the Windfields Farm residential community and additional trips are recommended to be introduced during the peak period. It is expected that future urban growth in North Oshawa will contribute to higher ridership volumes as the route matures through 2018.

**318 – Garden-West Lynde**

Route 318 has an average of 6.1 boardings per hour, which is below the minimum standard of 7 boardings per hour for DRT Local Routes. This route provides service coverage during the weekends via a large one-way loop during periods when routes 301 and 303 do not operate. In 2018, Route 318 is recommended to be replaced with enhanced service on routes 301 and 303 during the weekend period. This combined service enhancement will provide two-way service on Garden Street and in the West Lynde area.

**960 Newmarket-Uxbridge:**

Route 960 has an average of 2.4 boardings per hour, which is under the minimum standard of 7 boardings per hour for local DRT routes. Introduced in June 2016, its service coverage is predominately in rural areas between the Town of Uxbridge and Newmarket. Hence, it is expected that ridership on this route will take greater time to grow and attain minimum standard boarding levels.

**603 – Pickering-Uxbridge**

Route 603 has an average of 2.2 boardings per hour, which falls below the minimum standard of 7 boardings per hour designated for DRT Local Routes. As a new route introduced in September 2017, replacing former Route 199 Claremont, it operates limited weekday service via Brock Rd. through downtown Uxbridge, Claremont, the new Brock Rd. & Highway 407 GO Park and Ride, and the Pickering Parkway Terminal. Despite the initially low ridership volumes, it is recommended that DRT continue to operate service and monitor performance. As Route 603 matures over the next 12 to 18 months, ridership is anticipated to gradually increase over time to attain minimum standard boarding levels.

**601 – Brock-Uxbridge**

Route 601 has an average of 1.8 boardings per hour, which is under the minimum standard of 7 boardings per hour for DRT Local Routes. The route currently operates limited weekday service to provide essential base transit service for riders between Brock and Uxbridge communities. Currently, only three round trips operate on this route every weekday, which limits the opportunities for passenger travel. It is recommended that DRT continues to closely monitor this route and retain existing 601 services, as part of the long-term DRT North Service Strategy.

**199 – Claremont**

Route 199 had an average of 3.0 boardings per hour, which is under the minimum standard of 4 boardings per hour for DRT Community Routes. The route offered Claremont residents connections to and from Pickering Parkway Terminal every Friday. In September 2017, Route 199 was replaced with Route 603, providing service between Uxbridge and Pickering via Claremont every weekday.

# APPENDIX #3



## **Rural North Service Strategy - Route Performance Service Levels and Costs**

### **1. Rural North Service Strategy**

#### **1.1 Background**

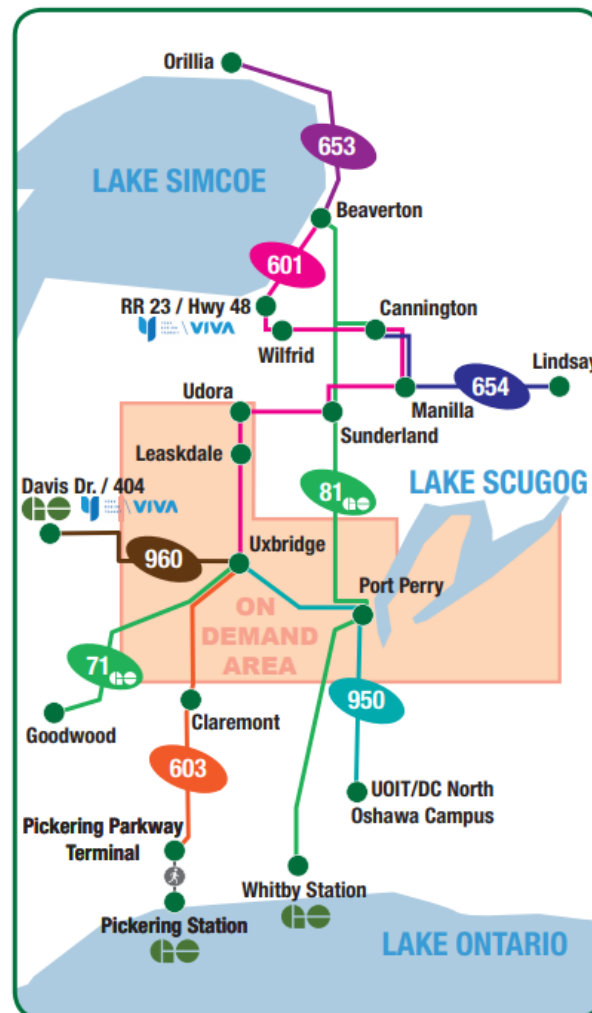
On February 17, 2016 Regional Council approved the Rural North Service Strategy as part of the 2016 Durham Region Transit Servicing and Financing Study (Report #2016-F-11) which included a set of improvements in Brock, Scugog, and Uxbridge townships.

In accordance with Council direction, the initial phase of the North Service Strategy commenced in June 2016, which included adjustments to Routes 950 and 601, replacement of Routes 701 and 801 Community Routes, and introduction of a new Route 960 between Uxbridge and Newmarket.

Building on the directions of the Rural North Service Strategy, further improvements to service in North Durham were approved in February 2017 by Regional Council (Report #2017-COW-20). This report summarizes the 2017 Rural North Service Plan changes, the observed ridership outcomes to date, and future actions to continue to support ridership growth in the Rural North.

#### **1.2 2017 Rural North Service Plan**

The current population in the Rural North is distributed over a larger area, contributing to an overall lower population density than the region's Lakeshore communities. As a result, the Rural North Service Strategy identified alternative approaches to service delivery to accommodate the mobility needs of the community in a more cost effective manner. The 2017 Service Plan included (1) increasing the availability of service on existing fixed-route services, and (2) introducing new On Demand services. The map in Figure 1 shows the services and connections offered in North Durham.

**Figure 1: North Durham DRT Map (September 4, 2017)**

### Expanded Fixed Route Services

Consistent with the directions and plans of the Rural North Service Strategy, the 2017 service plan included expansion of Saturday service to the Rural North's main trunk route, Route 950, effective June 26, 2017. Through a phased approach, the objective for this service increase on Saturday was to offer Rural North residents greater travel opportunities. An enhanced Route 950 also helps support ridership on other Rural North route connections, as well as new On Demand services.

### New On Demand Service

DRT adopted a new transit service delivery model, called "On Demand", to provide additional transit coverage and travel options in rural areas. The DRT On Demand services operate only when requested by customers, thereby balancing the need to provide transit service in low-density areas, while maintaining cost-effectiveness.

Launched on September 4, 2017 as part of DRT's 2017 Service Plan, DRT began operations of its four On Demand routes. These routes operate at selected times of the day, and for some routes, service operates on select days of the week. Customers who wish to use On Demand services pre-book a trip by contacting DRT no later than 2:00 pm one business day prior to the operation of the requested service. These routes can be categorized in two ways:

1. **Curb-to-stop Service:** Within designated zones/areas, these routes will pick up and drop off passengers to and from a designated connection location.

**Route 651: Uxbridge Connector**

- The route serves customers from less densely populated areas in the Township of Uxbridge, and provides connections to the Uxbridge connection point (Toronto Street and Brock Street), as well as other DRT and GO Transit bus routes.
- One AM Peak and one PM Peak trip operates Monday to Friday.

**Route 652: Port Perry Connector**

- The route serves customers from less densely populated areas in the Township of Scugog, and provides connections to the Port Perry connection point (Toronto Street and Brock Street), as well as other DRT and GO Transit bus routes.
- One AM Peak and one PM Peak trip operates Monday to Friday.

2. **Stop-to-Stop Service:** These routes will only pick up and drop off passengers at bus stops along the route.

**Route 653: Beaverton – Orillia Connector**

- The route makes limited stops between Beaverton and Orillia.
- It operates on Thursdays only: one early afternoon and one afternoon peak hour trip.
- Customers can travel between Downtown Beaverton and Orillia (either at Downtown Orillia and the Orillia Soldiers' Memorial Hospital).

**Route 654: Cannington – Lindsay Connector**

- The route makes limited stops between Cannington and Lindsay (Kawartha Lakes).
- Service on Route 654 operates on Fridays only: one morning and one afternoon trip.
- Customers can connect between various points including Cannington, Manilla, Lindsay Square Shopping Centre, and Ross Memorial Hospital.

## 1.3 2017 Service Improvement Summary

The tables below summarize the characteristics of the services provided in North Durham.

**Table 1: Rural North Service Summary – Fixed Route**

		Number of Daily One-Way Trips		Service Span				Daily Service Hours	
Route	Vehicle Type	Before 2017 Service Change	After 2017 Service Change	Before 2017 Service Change		After 2017 Service Change		Before 2017 Service Change	After 2017 Service Change
				First Trip	Last Trip	First Trip	Last Trip		
Monday to Friday									
601 Brock-Uxbridge	Small Bus (33 seats)	8	8	5:50	19:05	5:51	18:30	7:42	8:02
603 Pickering-Uxbridge	Small Bus (33 seats)	No Service	8	No Service	No Service	6:30	17:45	No Service	5:18
950 Reach-Simcoe North	Small Bus (33 seats)	23	23	6:20	22:15	6:20	22:15	25:59	25:59
960 Newmarket-Uxbridge	Small Bus (33 seats)	10	10	7:20	18:35	7:20	18:35	4:05	4:05
Saturday									
950 Reach-Simcoe North	Small Bus (33 seats)	0	11	No Service	No Service	7:38	18:50	No Service	12:17

Note: In addition to DRT routes summarized above, GO Transit's Routes 71 and 81 also operates service in North Durham.

**Table 2: Rural North Service Summary – On Demand**

		Number of Daily One-Way Trips		Service Span				Daily Service Hours	
Route	Vehicle Type	Before 2017 Service Change	After 2017 Service Change	Before 2017 Service Change		After 2017 Service Change		Before 2017 Service Change	After 2017 Service Change
				First Trip	Last Trip	First Trip	Last Trip		
<b>Monday to Friday</b>									
<b>651 - Uxbridge Connector</b>	Mini Bus	No Service	2	No Service	No Service	5:45	18:12	No Service	Variable
<b>652 - Port Perry Connector</b>	Mini Bus		2			6:20	17:27		Variable
<b>653 - Beaverton - Orillia Connector<sup>1</sup></b>	Mini Bus		2			12:00	16:15		Variable
<b>654 - Cannington - Lindsay Connector<sup>2</sup></b>	Mini Bus		2			11:10	14:45		Variable

<sup>1</sup> Thursday service only<sup>2</sup> Friday service only

### Customer Outreach

To inform transit customers and residents in the Rural North about the changes to transit services, Durham Region Transit conducted the following outreach:

- Public information and engagement meetings were held at seniors' homes and associations, as well as community events;
- Radio ads were placed on local radio stations;
- Print ads were placed in local newspapers;
- Public Information Centres in Spring 2017 provided a high level introduction to the service changes taking effect in June and September 2017;
- DRT Staff attended a number of fairs and events in Brock, Scugog, and Uxbridge;
- A service change section on the Durham Region Transit website was created; and
- LED text announcements onboard buses directed customers to learn about the upcoming service changes.

## 1.4 Route Performance

### Fixed Route

- North Durham ridership increased by 8% year-over-year for the July to December Period as customers embraced newly launched services;
  - Year-over-year, ridership grew by eight percent, from 60,000 boardings in 2016 to 65,000 boardings in 2017.
  - The majority of the ridership growth was observed on routes 950, 960, and the newly launched Route 603 between Pickering and Uxbridge; and,
  - The months of October and November saw decreases in ridership of 24 to 30 per cent that can be correlated to the Ontario wide college strike. This directly affected Route 950 that services the Durham College North Campus in Oshawa.
- New launched services in 2017 provided strong ridership numbers:
  - New Saturday Route 950 service saw an average of 61.4 passengers per operating day.
  - For the first three months of operation, Route 603 saw an average of 13.0 boardings per operating day.

The table below summarizes the average daily boardings on North Durham fixed routes from June to December 2016 and 2017. These months were chosen as they align with service improvements occurring in both June 2016 and 2017. Due to low absolute boarding numbers on Rural North routes, the percentage change can be high, even though the absolute change in boardings is small.

**Table 3: Average Daily Boardings on Rural North Fixed Route**

	Average Daily Boardings June to December		
Routes	2016	2017	% Change
<b>601 – Brock-Uxbridge</b>	15.9	15.7	-1%
<b>603 – Pickering-Uxbridge</b>	No Service	13.0	--
<b>950 – Reach-Simcoe North*</b>	223.4	226.7	1%
<b>960 – Newmarket-Uxbridge</b>	4.2	11.6	176%
<b>950 – Reach-Simcoe North</b>	No Service	63.7	--

\* Route 950 weekday service boardings have been affected by the Ontario college labour action

### On Demand

With the expansion of services to new service areas, in particular to rural areas, and the introduction of a new service delivery model in Durham Region, DRT anticipated that early ridership would be modest. Since the start of On Demand Service, the average monthly boardings observed for the four routes are summarized in Table 4.

**Table 4: Average Monthly Boardings - On Demand**

	Average Monthly Boardings September to December 2017
<b>651 – Uxbridge Connector</b>	0.0
<b>652 – Port Perry Connector</b>	0.0
<b>653 – Beaverton-Orillia Connector</b>	10.3
<b>654 – Cannington-Lindsay Connector</b>	3.8

Between September and December 2017, no boardings were recorded on Route 651 – Uxbridge Connector, and Route 652 – Port Perry Connector. Route 653 – Beaverton-Orillia Connector and Route 654 – Cannington-Lindsay Connector performed better with 10.3 and 3.8 boardings per month respectively.

For On Demand Routes 651 and 652, the absence of ridership uptake may be attributed to the limited travel window that may not meet the wider range of times people travel.

During the planning of the service, limited data was available to understand the scale of ridership that would be generated on these two On Demand routes. To address this uncertainty while remaining financially prudent, only a limited number of travel windows were made available for passengers—with one trip

available in the morning towards Uxbridge and Port Perry, and one trip available in the afternoon away from the two settlement areas.

The benefit of On Demand services is that no operational expenses are incurred for services that were not requested. Given the absence of ridership uptake on Routes 651 and 652, DRT expanded the number of available trip departures for these routes to expand the potential opportunities for travel. Further ridership monitoring will be conducted in 2018 to ensure service changes encourage ridership growth within existing allocated resources.

Since Routes 653 and 654 have already observed encouraging ridership levels in the first four months of service, no expansion to the availability of services are proposed for January 2018. Further ridership monitoring will take place into 2018. A summary of the number of available travel windows is shown in the table below.

**Table 5: Changes to Available Daily Trip Departures Effective January 2018**

On Demand Service		Number of Available Daily Travel Windows	
		Sept. to Dec. 2017	Current Service Effective Jan. 2018
<b>651 – Uxbridge Connector</b> (Monday to Friday)	To Uxbridge	1	9
	From Uxbridge	1	7
<b>652 – Port Perry Connector</b> (Monday to Friday)	To Port Perry	1	9
	From Port Perry	1	7
<b>653 – Beaverton-Orillia Connector</b> (Thursdays only)	To Orillia	1	1 (No change)
	From Orillia	1	1 (No change)
<b>654 – Cannington-Lindsay Connector</b> (Fridays only)	To Lindsay	1	1 (No change)
	From Lindsay	1	1 (No change)

Related to all four routes, there are opportunities to further expand communication and engagement to raise greater awareness for the new services. An expanded plan will be developed to foster confidence in the use of On Demand services and promote ridership.



## 1.5 2018 Service Plan and Beyond

In consideration of DRT's overall long term goals for delivering sustainable and quality rural transit services, DRT will continue to promote the current service offering and consult further with local municipalities and customers. In 2018, DRT will continue to monitor service connections and ridership levels and make trip adjustments to improve service within existing resources.

Beyond 2018, DRT proposes to improve the availability of service along major Rural North corridors subject to budget availability to capture the wide range of times passengers travel with the intent to increase ridership levels. Additionally, increases to On Demand services are also proposed in Brock to offer greater travel options to neighbouring areas in Orillia and Lindsay.

**Table 6: 2019-2022 Service Plans for Rural North**

Route	Service Change	Change in Hours	Change in Km
		Annualized	Annualized
Preliminary 2019 Service Plan			
601	Introduce additional trips	1,512	103,824
950	Increase weekday frequency to a minimum 60 minutes. Increase service span to operate Saturday trips until 22:00	3,526	134,311
960	Introduce additional trips	752	9,633
	Total	5,790	262,450
Preliminary 2020 to 2022 Service Plans			
950	Introduction of new Sunday service	648	27,265
950	Increased Saturday service frequency to 60 minutes	1,148	48,167
653	Increase operations to twice weekly (i.e: 2 days a week)	630	80,299
654	Increase operations to twice weekly (i.e: 2 days a week)	630	80,299
	Total	3,056	236,030

# APPENDIX #4

2018 Transit Service Forecast		Div	Start Date	PA Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Revenue	Net Cost
Year	Route	Description											
<b>2018</b>													
<b>High Frequency Network</b>													
	<b>Saturday 30 MAX</b>												
2018	120 Wiles	Early morning trips added, so that first trips begin at approximately 6:00 in both directions.	Westley	1-Jul	0	0.1	53,000	6,537	654	5,883	106	\$13,074	\$1,307
2018	224 Harwood - Salem South	Early morning trips added, so that first trips begin at approximately 6:00 in both directions.	Westley	1-Jul	0	0.1	40,280	4,582	458	4,124	81	\$9,164	\$9,164
2018	302 Baldwin - Brock	Early morning trips added, so that first trips begin at approximately 6:00 in both directions.	Whitby	1-Jul	0	0.1	137,060	13,848	2,077	11,770	274	\$27,695	\$4,154
2018	915 Taunton	Early morning trips added, so that first trips begin at approximately 6:00 in both directions.	Westley	1-Jul	0	0.1	79,500	9,908	991	8,917	159	\$19,816	\$1,982
2018	916 Rossland	Early morning trips added, so that first trips begin at approximately 6:00 in both directions.	Raleigh	1-Jul	0	0.2	185,500	21,749	2,175	19,574	371	\$43,499	\$4,350
	<b>Sunday 30 MAX</b>												
2018	120 Wiles	Early morning and early evening trips added, so that first trips begin at approximately 6:00 and last trips depart at approximately 22:00 in both directions.	Westley	1-Jul	0	0.1	68,620	7,654	765	6,889	137	\$15,309	\$1,531
2018	224 Harwood - Salem South	Early morning and early evening trips added, so that service begins at approximately 7:00 and last trips depart at approximately 22:00 in both directions.	Westley	1-Jul	0	0.1	105,830	11,504	1,150	10,354	212	\$23,008	\$2,301
2018	401 Simcoe	Early morning and late evening trips added, so that Sunday schedule matches Saturday schedule.	Raleigh	1-Jul	0	0.4	316,590	34,209	5,131	29,078	633	\$68,419	\$10,263
<b>Accommodating New Growth</b>													
	<b>North Pickering</b>												
2018	112 Brock	Route restructuring on Zents / Rex Heath. Road opening.	Raleigh	1-Jul	0	0.0	0	0	0	0	0	\$0	\$0
	<b>Ajax</b>												
2018	225 Audley North	Route restructuring on Turnersburg Ave. Road opening.	Raleigh	1-Jul	0	0.0	0	0	0	0	0	\$0	\$0
	<b>North East Oshawa Service Expansion</b>												
2018	915 Taunton	Service extended to Harmony Terminal via Taunton Road. Weekday service to operate via UOCT / DC North Campus Terminal.	Westley	1-Jul	0	3.6	2,797,750	326,011	48,902	2,771,099	5,094	\$652,022	\$97,803
2018	417 Corbin	Introduce weekday midday, evening, Saturday and Sunday service.	Raleigh	1-Jul	1	4.1	3,132	349,014	52,352	296,662	6,263	\$698,029	\$104,704
2018	420 Britannia West	Route extended to service new growth areas. Additional weekday peak period trips added.	Raleigh	1-Jul	1	0.6	453	45,431	6,815	38,616	907	\$90,862	\$16,629
	<b>Brooklin Expansion</b>												
2018	302 Baldwin - Brock	Route restructuring in West Brooklin. Road opening.	Raleigh	1-Jul	0	0.0	0	0	0	0	0	\$0	\$0
2018	310 Winchester	Weekday midday (9:00 - 14:00) and Sat/Sun daytime service added until approximately 18:00.	Whitby	1-Jul	0	6.76	676	74,104	11,116	62,989	1,352	\$148,209	\$22,231
	<b>Improving Existing Connections</b>												
2018	301 West Lynde	Introduce Saturday and Sunday service. Replacing Route 318 service.	Whitby	9-Apr	0	0.0	466	46,973	7,046	39,927	664	\$64,214	\$9,632
2018	303 Gairden	Introduce Saturday and Sunday service. Replacing Route 318 service.	Whitby	9-Apr	0	0.0	433	40,618	6,093	34,525	591	\$55,526	\$8,329
2018	506 Clarington Community Route	Modified routing in Wilmet Creek, to operate an easier to understand routing.	Raleigh	1-Jul	0	0.0	0	0	0	0	0	\$0	\$0
	<b>Saturday Service Span Increase</b>												
2018	217 Monarch	Evening service span extended, so that the last trip departs Ajax Station at approximately 24:00.	Westley	1-Jul	0	0.0	7	771	77	694	13	\$1,542	\$154
2018	223 Bayly	Evening service span extended, so that the last trip departs Pickering Beach and Dreyer at approximately 24:30.	Westley	1-Jul	0	0.0	7	894	89	805	13	\$1,786	\$179
2018	224 Harwood - Salem South	Evening service span extended, so that the last trip departs Ajax Station at approximately 24:00.	Westley	1-Jul	0	0.0	7	812	81	731	13	\$1,624	\$162
	<b>Sunday Service Span Increase</b>												
2018	409 Gaird - Stevenson	Evening service span extended, so that the last trip departs Oshawa Centre Terminal at approximately 18:30.	Raleigh	1-Jul	0	0.0	36	4,116	617	3,499	71	\$8,233	\$1,235
2018	410 Olive - Harmony	Evening service span extended, so that the last trip departs Oshawa Centre Terminal at approximately 19:00.	Raleigh	1-Jul	0	0.0	31	3,360	504	2,856	61	\$6,720	\$1,008
2018	411 South Courtice	Evening service span extended, so that the last trip departs Oshawa Centre Terminal at approximately 19:00.	Raleigh	1-Jul	0	0.0	33	3,822	573	3,248	66	\$7,643	\$1,146
2018	405 Wilson	Evening service span extended, so that the last trip depart at approximately 22:00 in both directions.	Raleigh	1-Jul	0	0.3	239	25,394	3,809	21,585	479	\$50,768	\$7,618
2018	407 Risbon	Evening service span extended, so that the last trip depart at approximately 22:00 in both directions.	Raleigh	1-Jul	0	0.3	224	24,911	3,737	21,175	447	\$49,823	\$7,473
2018	305 Thickson	Evening service span extended, so that the last trip departs Whitby Station at approximately 22:00.	Whitby	1-Jul	0	0.0	10	1,040	156	884	20	\$2,080	\$312
2018	403 Park	Evening service span extended, so that the last trip departs at approximately 18:00 in both directions.	Raleigh	1-Jul	0	0.0	38	4,436	665	3,771	76	\$8,872	\$1,331
2018	217 Monarch	Evening service span extended, so that the last trip departs Ajax Station at approximately 22:00.	Westley	1-Jul	0	0.0	8	887	89	799	15	\$1,775	\$197
2018	223 Bayly	Evening service span extended, so that the last trip departs Pickering Beach and Dreyer at approximately 22:30.	Westley	1-Jul	0	0.0	8	1,029	103	926	15	\$2,058	\$206
	<b>Improving Capacity</b>												
2018	850/852	Additional trips added to reduce crowding on busy routes as required.	Raleigh	1-Jul	2	1.2	916	102,292	20,456	81,833	1,651	\$204,594	\$40,917
	<b>Service Optimization</b>												
2018	204 Finch West	Low frequency trips eliminated during weekday AM / PM peak hours.	Westley	9-Apr	0	-0.6	-517	-76,129	0	-76,129	-707	-\$104,071	\$0
2018	204 Finch East	Low frequency trips eliminated during weekday AM / PM peak hours.	Whitby	9-Apr	0	-0.6	-517	-76,129	0	-76,129	-707	-\$104,071	\$0
2018	284 Late Night Shuttle	Sunday service replaced with extended evening trips on Routes 217, 223, and 224.	Westley	1-Jul	0	0.0	-91	-3,039	-151	-2,888	-26	\$3,446	-\$72
2018	318 Gairden - West Lynde	Eliminate service and replace with Routes 901 and 303 service.	Whitby	9-Apr	0	-9.18	-87,590	-13,139	-74,452	-1,259	-61	-\$6,058	-\$5,251
2018	416 Kedron	Eliminate service, and replace with extended service on Routes 915 and 417.	Raleigh	1-Jul	0	-4.9	-3,740	-393,301	-59,025	-334,476	-7,461	-\$787,002	-\$118,030
<b>2018 - Total</b>					<b>4</b>	<b>7</b>	<b>5,303</b>	<b>603,934</b>	<b>104,283</b>	<b>499,651</b>	<b>10,933</b>	<b>1,256,055</b>	<b>1,047,489</b>

2018 Transit Service Forecast									
Year	Route	Div	Start Date	Pk Veh	FTE	Forecast Year Rov Hrs	Cost	Revenue	Net Cost
2019									
High Frequency Network									
2019	120 Whites	Westney	1-Jul	0	0.2	127	15,449	\$1,545	13,904
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.3	219	23,953	\$2,395	21,558
2019	302 Baldwin - Brock	Whiby	1-Jul	0	1.10	1,110	11,412	\$2,823	\$2,282
2019	302 Baldwin - Salem South	Westney	1-Jul	0	0.0	28	4,054	\$1,441	3,649
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.0	38	4,237	\$424	3,814
2019	302 Baldwin - Brock	Whiby	1-Jul	0	0.2	74	7,933	\$750	6,753
2019	915 Taunton	Westney	1-Jul	0	0.2	130	15,476	\$1,548	13,928
2019	302 Baldwin - Salem South	Raleigh	1-Jul	0	0.2	153	17,720	\$1,772	15,948
2019	915 Roseland	Raleigh	1-Jul	0	0.0	17	1,125	\$499	2,858
2019	302 Baldwin - Salem South	Westney	1-Jul	0	0.0	61	7,125	\$1,725	\$2,499
2019	224 Harwood - Brock	Whiby	1-Jul	0	0.2	122	13,516	\$1,352	12,164
2019	915 Taunton	Westney	1-Jul	0	0.2	88	8,974	\$897	\$7,948
2019	915 Roseland	Raleigh	1-Jul	0	0.2	183	21,195	\$2,119	19,075
2019	PULSE (000)	Raleigh	1-Jul	0	1.1	624	92,468	\$3,700	78,598
2019	915 Roseland	Whiby	1-Jul	0	0.0	31	3,598	\$339	3,057
2019	915 Roseland	Raleigh	1-Jul	0	0.0	25	2,785	\$269	2,516
2019	403 Wilson	Raleigh	1-Jul	0	1.0	75	71,852	\$7,185	\$64,667
2019	915 Taunton	Raleigh	1-Jul	2	1.1	860	86,294	\$25,988	60,406
2019	PULSE (000)	Raleigh	1-Jul	2	2.5	1,898	210,233	\$63,416	147,917
2019	403 Wilson	Raleigh	1-Jul	2	9.1	6,999	7,307	\$105,485	597,748
2019	120 Whites	Westney	1-Jul	0	1.1	888	98,572	\$19,986	78,586
2019	224 Harwood - Salem South	Westney	1-Jul	0	1.1	823	89,244	\$15,414	73,830
2019	302 Baldwin - Brock	Whiby	1-Jul	0	1.012	1,012	102,888	\$15,535	87,463
2019	915 Roseland	Westney	1-Jul	0	2.0	1,518	177,954	\$26,893	151,261
2019	120 Whites	Westney	1-Jul	0	2.21	2,217	27,036	\$4,053	22,980
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.6	443	49,049	\$7,357	41,692
2019	302 Baldwin - Salem South	Whiby	1-Jul	0	0.0	238	24,228	\$3,534	20,694
2019	401 Smice	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	915 Roseland	Whiby	1-Jul	0	0.0	21	27,709	\$4,756	23,553
2019	915 Roseland	Westney	1-Jul	0	1.1	886	102,509	\$15,776	87,333
2019	120 Whites	Westney	1-Jul	0	0.0	31	3,225	\$324	2,912
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.0	13	1,412	\$141	1,271
2019	302 Baldwin - Brock	Whiby	1-Jul	0	1.5	1,511	1,611	\$161	1,450
2019	401 Smice	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	915 Taunton	Westney	1-Jul	0	0.0	12	1,927	\$193	1,735
2019	915 Roseland	Whiby	1-Jul	0	0.1	134	5,302	\$530	4,872
2019	915 Roseland	Westney	1-Jul	0	0.1	89	9,987	\$989	8,899
2019	224 Harwood - Salem South	Whiby	1-Jul	0	0.1	48	4,919	\$492	4,427
2019	302 Baldwin - Brock	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	401 Smice	Westney	1-Jul	0	0.2	130	15,476	\$1,548	13,928
2019	915 Taunton	Westney	1-Jul	0	0.3	204	23,627	\$2,363	21,264
2019	915 Roseland	Westney	1-Jul	0	0.1	46	5,597	\$559	5,029
2019	120 Whites	Westney	1-Jul	0	0.0	15	1,689	\$169	1,520
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.0	15	1,689	\$169	1,520
2019	302 Baldwin - Brock	Whiby	1-Jul	0	1.8	1,927	\$1,927	\$193	1,735
2019	401 Smice	Raleigh	1-Jul	0	0.1	65	7,366	\$737	6,630
2019	915 Taunton	Westney	1-Jul	0	0.0	14	2,305	\$231	2,075
2019	915 Roseland	Westney	1-Jul	0	0.1	61	7,089	\$709	6,380
2019	120 Whites	Westney	1-Jul	0	0.1	53	6,518	\$652	5,867
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.2	122	13,516	\$1,352	12,164
2019	302 Baldwin - Brock	Whiby	1-Jul	0	0.2	168	17,337	\$1,734	15,603
2019	401 Smice	Raleigh	1-Jul	0	0.2	158	18,511	\$1,851	16,660
2019	915 Taunton	Westney	1-Jul	0	0.2	244	25,250	\$2,525	22,725
2019	915 Roseland	Whiby	1-Jul	0	0.3	244	25,250	\$2,525	22,725
2019	302 Baldwin - Brock	Whiby	1-Jul	0	0.8	636	107,180	\$16,077	91,103
2019	224 Harwood - Salem South	Westney	1-Jul	0	0.0	0	0	\$0	0
2019	302 Baldwin - Brock / 310 Winchester	Whiby	1-Jul	2	4,151	398,099	\$59,715	\$38,384	213,715
2019	502 Thackston	Whiby	1-Jul	0	1	628	64,736	\$9,719	55,017
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.1	92	9,891	\$1,484	8,407
Expanding Availability of Service									
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.3	215	24,514	\$3,077	20,837
2019	403 Wilson	Raleigh	1-Jul	0	0.2	169	18,511	\$1,851	16,660
2019	501 Bowmanville North	Raleigh	1-Jul	0	0.1	92	10,494	\$1,412	9,082
2019	910 Campus Connect	Raleigh	1-Jul	0	0.1	97	10,494	\$1,412	9,082
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	403 Wilson	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	501 Bowmanville South	Raleigh	1-Jul	0	0.0	0	0	\$0	0
2019	502 Bowmanville North	Raleigh	1-Jul	0	0.0	0	0	\$0	

2018 Transit Service Forecast														
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost
2019	412 Adelaide	Extending evening service span, so that last trips depart at or after 18:00, every 60 minutes.	Raleigh	1-Jul	0	0.0	18	1,980	\$294	1,666	36	\$3,920	\$598	\$3,332
2019	407 Rison	Extend evening service span to 22:00 (Route 405) and 24:00 (Route 407).	Raleigh	1-Jul	0	0.4	261	31,914	\$4,787	27,127	562	\$63,929	\$9,574	\$54,355
2019	910 Campus Connect	Extend evening service span to 22:00 in both directions.	Whitby	1-Jul	0	0.0	248	23,488	\$3,523	19,965	496	\$46,976	\$7,046	\$39,930
2019	305 Thickson	Extend evening service span to 22:00 in both directions.	Whitby	1-Jul	0	0.0	81	8,504	\$1,276	7,229	161	\$17,009	\$2,551	\$14,457
2019	403 Park	Extend evening service span to 22:00 in both directions.	Raleigh	1-Jul	0	0.2	155	17,844	\$2,677	15,167	310	\$35,688	\$5,353	\$30,335
2019	120 Whites	Weekday midday service extended to Taunton at Seaton, every 20 minutes.	Westney	1-Jul	0	2.3	1,771	153,934	\$23,090	130,844	3,542	\$307,867	\$46,180	\$261,687
2019	216 Harwood North	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.2	122	13,340	\$1,334	11,733	245	\$26,074	\$2,607	\$23,466
2019	217 March	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.1	44	4,860	\$486	4,141	89	\$8,920	\$892	\$8,028
2019	219 Ravelscroft	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.2	118	11,688	\$1,169	10,519	236	\$23,376	\$2,338	\$21,039
2019	223 Baily-Audley South	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.2	133	13,380	\$1,338	12,042	266	\$26,760	\$2,676	\$24,084
2019	224 Harwood South-Salem South	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.1	59	6,767	\$677	6,091	118	\$13,535	\$1,353	\$12,181
2019	225 Audley North	Extend Sunday service span to match Saturday service span.	Westney	1-Jul	0	0.2	118	13,945	\$1,395	12,551	236	\$27,690	\$2,789	\$24,901
2019	301 Otter Creek / West Lynde	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	0.2	202	24,844	\$2,484	22,360	404	\$49,688	\$4,969	\$44,719
2019	303 Gairden	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	1.89	1,89	18,947	\$1,855	16,692	378	\$37,094	\$3,709	\$33,384
2019	304 Anderson	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	2.32	232	23,102	\$2,310	20,792	465	\$46,205	\$4,620	\$41,584
2019	305 Thickson	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	2.32	232	22,476	\$2,248	20,228	465	\$44,953	\$4,495	\$40,457
2019	306 Garrard	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	2.36	236	23,475	\$2,348	21,128	472	\$46,951	\$4,695	\$42,256
2019	310 Brooklyn UOIT	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	4.16	416	42,502	\$4,250	38,252	852	\$95,004	\$9,500	\$75,503
2019	308 Windy Shores	Extend Sunday service span to match Saturday service span.	Whitby	1-Jul	0	0.2	87	9,032	\$903	8,129	175	\$18,063	\$1,806	\$16,257
2019	403 Park	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.3	231	25,770	\$2,575	15,791	513	\$35,091	\$3,509	\$31,582
2019	405 Wilson	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.2	221	25,072	\$2,507	22,563	443	\$50,400	\$5,014	\$45,386
2019	407 Rison/Colebrook Sam	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.3	211	23,895	\$2,388	21,496	423	\$47,770	\$4,777	\$42,993
2019	409 Thornton	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.2	181	23,781	\$2,328	20,951	382	\$46,557	\$4,656	\$41,901
2019	410 Olive/Harmony	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.2	148	17,071	\$1,707	15,364	295	\$34,142	\$3,414	\$30,728
2019	411 Grandview/Courtice	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.2	167	19,205	\$1,920	17,284	334	\$38,410	\$3,841	\$34,569
2019	412 Adelaide Courtice	Extend Sunday service span to match Saturday service span.	Raleigh	1-Jul	0	0.2	174	20,366	\$2,097	18,870	349	\$41,633	\$4,193	\$37,440

2018 Transit Service Forecast																
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost		
Improving Existing Connections																
2019	312 Central Whibby	Relain route to operate on Cochrane and Garden in both directions	Whibby	1-Jul	0		0	7,728	\$0	7,728	0		\$15,456	\$0		
2019	315 Tarrant	Extend early morning trips to begin at Harmony Terminal rather than Valleywood	Westney	1-Jul	0	0.2	137	17,284	\$2,593	14,692	274	0	\$34,569	\$5,185		
2019	408 Garrard	Modify service, so that all existing 409 trips operate as a 403 service.	Raleigh	1-Jul	0	0.0	0		0	\$0	0		\$0	\$0		
2019	409 Garrard - Stevenson	Modify routing to provide two-way service in the Park Road area. Add trips to replace those converted to Route 408 service.	Raleigh	1-Jul	1	2.0	1,526	148,868	\$44,600	104,068	3,051	0	\$297,736	\$89,201		
2019	107 South Rosebank	Weekday service extended to Rouge Hill Station.	Westney	1-Jul	1		1,084	127,707	\$38,312	89,395	2,167	0	\$255,414	\$76,624		
2019	110 West Rosebank	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		57	6,744	\$674	6,069	115	0	\$13,488	\$12,139		
2019	112 Brock	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		45	4,866	\$497	4,469	89	0	\$9,032	\$8,933		
2019	181 Late Night Shuttle	Eliminate Sunday 21:00 and 22:00 trips. Service provided by new fixed route trips.	Westney	1-Jul	0.0	-0.1	-25	-2,190	\$-219	\$-219	-12	0	\$-4,379	\$-3,841		
2019	182 Late Night Shuttle	Eliminate Sunday 21:00 trip. Service provided by new fixed route trips.	Westney	1-Jul	0.0	-0.5	-25	-2,800	\$-280	\$-280	-51	0	\$-5,600	\$-5,040		
2019	181 Late Night Shuttle	Add Sunday trips at 23:00, 24:00, and 1:00.	Westney	1-Jul	0.1		72	7,643	\$764	6,879	145	0	\$15,286	\$13,298		
2019	182 Late Night Shuttle	Add Sunday trips at 23:00, 24:00, and 1:00.	Westney	1-Jul	0.1		72	7,643	\$764	6,879	145	0	\$15,286	\$13,298		
2019	214 Late Night Shuttle	End Saturday 1:00 trip to meet the last GO Train arrival from the city.	Westney	1-Jul	0.0		31	3,311	\$324	2,937	61	0	\$5,642	\$4,214		
2019	215 Late Night Shuttle	End Saturday service later at 22:00. Hourly.	Westney	1-Jul	0.0		36	3,920	\$392	3,528	71	0	\$7,640	\$7,066		
2019	219 Ravenscroft	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		51	6,204	\$620	5,584	103	0	\$12,408	\$11,167		
2019	223 Bayview-Audley South	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		53	5,785	\$579	5,207	107	0	\$11,571	\$10,114		
2019	225 Audley North	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		53	5,785	\$579	5,207	107	0	\$11,571	\$10,114		
2019	232 Church	End Sunday service later at 22:00. Hourly.	Westney	1-Jul	0.1		46	4,898	\$735	4,163	92	0	\$9,796	\$8,327		
2019	283 Late Night Shuttle	Add a Saturday 1:00 trip to meet the last GO Train arrival from the city.	Westney	1-Jul	0.0		26	2,651	\$265	2,386	51	0	\$5,302	\$4,772		
2019	284 Late Night Shuttle	Add a Saturday 1:00 trip to meet the last GO Train arrival from the city.	Westney	1-Jul	0.0		26	2,651	\$265	2,386	51	0	\$5,302	\$4,772		
2019	283 Late Night Shuttle	Eliminate Sunday 21:00 and 22:00 trips. Service provided by new fixed route trips.	Westney	1-Jul	0.1		53	5,785	\$579	5,207	107	0	\$11,571	\$10,114		
2019	284 Late Night Shuttle	Eliminate Sunday 21:00 and 22:00 trips. Service provided by new fixed route trips.	Westney	1-Jul	0.1		53	5,785	\$579	5,207	107	0	\$11,571	\$10,114		
2019	283 Late Night Shuttle	Add Sunday trips at 23:00, 24:00, and 1:00.	Westney	1-Jul	0.1		84	8,956	\$896	8,061	168	0	\$17,913	\$16,121		
2019	284 Late Night Shuttle	Add Sunday trips at 23:00, 24:00, and 1:00.	Westney	1-Jul	0.1		84	8,956	\$896	8,061	168	0	\$17,913	\$16,121		
2019	304 Anderson	Extend Sunday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		89	9,059	\$906	8,153	178	0	\$18,118	\$16,182		
2019	305 Thickson	Extend Saturday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		22	2,219	\$222	1,997	43	0	\$4,438	\$3,994		
2019	308 Whibby Shores	Extend Saturday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		87	9,032	\$903	8,129	175	0	\$18,063	\$16,257		
2019	305 Thickson	Extend Sunday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		101	10,313	\$1,031	9,282	202	0	\$20,627	\$18,564		
2019	309 Whibby Shores	Extend Sunday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		58	5,786	\$579	5,207	117	0	\$11,571	\$10,114		
2019	310 Campus Connect	Extend Sunday service later to 22:00. Hourly.	Whibby	1-Jul	0.1		196	19,435	\$2,015	16,520	391	0	\$38,670	\$32,039		
2019	301 Lynde Shores	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Whibby	1-Jul	0		37	3,781	\$567	3,214	73	0	\$7,563	\$6,429		
2019	303 Garden	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Whibby	1-Jul	0		34	3,418	\$513	2,905	67	0	\$6,835	\$5,810		
2019	304 Anderson	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Whibby	1-Jul	0		52	5,383	\$804	4,559	104	0	\$10,726	\$1,609		
2019	305 Thickson	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Whibby	1-Jul	0		64	6,484	\$973	5,511	127	0	\$12,967	\$1,945		
2019	308 Whibby Shores	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Whibby	1-Jul	0		35	3,471	\$521	2,951	70	0	\$6,943	\$1,041		
2019	402 King	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	58	6,025	\$904	5,121	116	0	\$12,050	\$1,807		
2019	403 Park	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	99	11,487	\$1,723	9,764	198	0	\$22,974	\$3,446		
2019	405 Wilson	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.2	140	14,917	\$2,238	12,680	281	0	\$29,834	\$4,475		
2019	407 Rison	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.2	134	14,472	\$2,171	12,301	268	0	\$28,944	\$4,342		
2019	408 Garrard	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	92	9,891	\$1,484	8,407	183	0	\$19,782	\$2,967		
2019	410 Olive - Harmony	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	92	10,080	\$1,512	8,568	183	0	\$20,160	\$3,024		
2019	411 South Courtice	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	114	12,033	\$1,805	10,228	229	0	\$24,066	\$3,610		
2019	412 Adelaide	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	78	9,021	\$1,353	7,668	157	0	\$18,042	\$2,706		
2019	910 Campus Connect	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.2	122	12,495	\$1,874	10,620	244	0	\$24,089	\$3,748		
2019	501 Bowmanville South	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	52	5,510	\$296	5,615	104	0	\$11,821	\$591		
2019	502 Bowmanville North	Extend evening service span, so that last trips depart at or after 20:00. every 60 minutes.	Raleigh	1-Jul	0	0.1	40	4,595	\$230	4,365	79	0	\$9,190	\$459		
North Durham																
2019	601 Beaverton - Uxbridge	Introduce additional trips	Whibby	1-Jul	0		756	94,154	\$4,708	89,446	1,512	0	\$188,308	\$9,415		
2019	350 Reach - Simcoe North	Improve weekday service frequency to operate every 60 minute at all times	Whibby	1-Jul	0		1,648	174,704	\$8,735	165,969	3,226	0	\$349,408	\$17,470		
2019	360 Newmarket - Uxbridge	Introduce additional trips	Whibby	1-Jul	0		316	39,637	\$1,932	36,705	732	0	\$77,774	\$3,864		
2019	360 Newmarket - Uxbridge	Introduce additional trips	Whibby	1-Jul	0		316	39,637	\$1,932	36,705	732	0	\$77,774	\$3,864		
2019	603 Uxbridge-Pickering	Add service from Brock Road Park and Ride to Pickering Parkway Terminal	Westney	1-Jul	1	0.8	580	73,890	\$3,694	70,195	1,160	0	\$147,779	\$7,389		
On Demand Service																
2019	351 NEW Port of Whibby On Demand Service	Introduce weekday off-peak, Saturday, and Sunday demand response service to the Port of Whibby employment area.	Specialized	1-Jul	0	0.3	251	18,316	\$916	17,400	502	0	\$36,632	\$1,832		
2019	551 NEW Port of Newcastle On Demand Service	Provide demand response service in the Port of Newcastle, to replace service previously provided by Route 596.	Specialized	1-Jul	0	0.0	13	923	\$46	877	25	0	\$1,846	\$92		
Community Route Service																
2019	291 Ajax Community Route	Operate all trips via Roseland Road / Marsh Lane	Westney	1-Jul	0	1.9	1,478	155,629	\$7,781	147,848	2,953	0	\$311,259	\$15,563		
2019	292 Ajax Community Route	Operate all trips via Roseland Road / Marsh Lane	Westney	1-Jul	0	-1.6	-1,249	-126,116	\$-6,306	-119,810	-2,486	0	\$-622,232	\$-17,612		
2019 - Total					13	40	42,540	4,540,637	689,883	3,850,954	85,081	9,081,274	1,379,366	7,701,908		

2018 Transit Service Forecast													
Year	Route												
		Div	Description	Start Date	Pl Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue Net Cost
2020													
High Frequency Network													
2020	PULSE (900)		Extend service to Scarborough, Town Centre	1-Jul	5	12.7	9,750	1,073,085	\$160,963	912,123	19,500	\$2,146,171	\$1,824,245
2020	401	Raleigh	Weekday peak capacity improvements	1-Jul		2	759	83,614	\$25,084	58,530	1,516	\$167,228	\$50,469
2020	120 Whites	Wesley	Weekday AM/PM peak service improved to a consistent 15 minute service frequency	1-Jul	1	0.8	633	73,599	\$22,080	51,519	1,265	\$171,198	\$103,038
2020	302 Baldwin - Brook	Wesley	Weekday AM/PM peak service improved to a consistent 15 minute service frequency	1-Jul	1	0.4	316	34,621	\$10,446	24,175	632	\$69,642	\$48,149
2020	302 Baldwin - Brook	Wesley	Weekday AM/PM peak service improved to a consistent 15 minute service frequency	1-Jul	1	0.5	360	41,287	\$15,380	25,907	739	\$102,533	\$77,173
2020	916 Rossland	Raleigh	Weekday AM/PM peak service improved to a consistent 15 minute service frequency	1-Jul	2	0.5	380	44,159	\$13,248	30,912	759	\$88,319	\$61,823
2020	120 Whites	Wesley	Extend weekday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.2	189	20,040	\$2,004	18,036	378	\$40,080	\$36,072
2020	224 Harwood South-Salem South	Wesley	Extend weekday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.2	190	20,640	\$2,064	18,576	380	\$41,279	\$37,151
2020	302 Baldwin - Brook	Whitby	Extend weekday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		25.3	253	26,725	\$2,572	23,152	506	\$51,449	\$5,145
2020	915 Taunton	Wesley	Extend weekday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.4	317	36,892	\$3,689	33,203	633	\$73,784	\$7,378
2020	916 Rossland	Wesley	Extend weekday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.5	380	44,469	\$4,449	40,040	759	\$88,977	\$8,989
2020	120 Whites	Wesley	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.4	306	29,917	\$4,487	25,429	612	\$59,833	\$8,975
2020	402 King	Raleigh	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.4	332	34,464	\$5,170	29,295	663	\$68,929	\$10,339
2020	224 Harwood South-Salem South	Wesley	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.4	305	33,315	\$4,997	28,317	610	\$66,629	\$9,994
2020	302 Baldwin - Brook	Wesley	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.4	318	38,285	\$5,743	32,542	636	\$76,569	\$11,485
2020	401	Raleigh	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.6	451	47,031	\$7,055	39,977	901	\$94,063	\$14,109
2020	915 Taunton	Wesley	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.6	451	56,959	\$8,544	48,415	901	\$113,918	\$17,088
2020	916 Rossland	Wesley	Saturday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.8	610	71,452	\$10,718	60,734	1,219	\$142,903	\$21,436
2020	120 Whites	Wesley	Extend Saturday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.0	38	4,056	\$406	3,650	77	\$8,111	\$730
2020	224 Harwood South-Salem South	Wesley	Extend Saturday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.1	40	4,343	\$434	3,909	80	\$8,686	\$869
2020	302 Baldwin - Brook	Wesley	Extend Saturday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.1	53	6,381	\$638	5,743	106	\$12,762	\$1,276
2020	915 Taunton	Wesley	Extend Saturday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.1	67	7,743	\$774	6,968	133	\$15,485	\$1,549
2020	916 Rossland	Wesley	Extend Saturday evening service span to 1:00. 30 minute frequency. Meets last GO Train arrivals from the city.	1-Jul		0.1	80	9,320	\$932	8,388	159	\$18,639	\$1,864
76,229													
Expanding Availability of Service													
2020	110 West Pickering	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.3	228	27,201	\$2,720	24,481	455	\$54,403	\$5,440
2020	110 West Pickering	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	26	2,928	\$293	2,635	51	\$5,855	\$586
2020	110 West Pickering	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.1	46	5,514	\$551	5,063	93	\$11,029	\$1,103
2020	112 Brook	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.2	171	19,519	\$1,952	17,567	342	\$39,038	\$3,904
2020	112 Brook	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	13	1,405	\$140	1,265	26	\$2,809	\$281
2020	112 Brook	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.0	37	4,152	\$415	3,737	75	\$8,303	\$830
2020	181 Late Night Shuttle	Wesley	Eliminate weekday 23:00 and 24:00 trips. Service provided by new feed route trips.	1-Jul		0.1	61	7,044	\$704	6,303	121	\$14,007	\$1,401
2020	181 Late Night Shuttle	Wesley	Eliminate weekday 23:00 and 24:00 trips. Service provided by new feed route trips.	1-Jul		-0.3	-253	-10,821	-\$1,082	-9,559	-506	-\$21,242	-\$2,124
2020	181 Late Night Shuttle	Wesley	Eliminate Saturday 23:00 and 24:00 trips. Service provided by new feed route trips.	1-Jul		0.3	221	23,995	\$2,400	21,595	443	\$47,991	\$4,992
2020	181 Late Night Shuttle	Wesley	Eliminate Saturday 23:00 and 24:00 trips. Service provided by new feed route trips.	1-Jul		-0.1	-47	-4,992	-\$499	-4,493	-94	-\$9,984	-\$998
2020	181 Late Night Shuttle	Wesley	Add a Saturday 1:00 trip to meet the last GO Train arrival from the city.	1-Jul		0.0	-21	-2,341	-\$234	-2,107	-43	-\$4,682	-\$468
2020	216 Harwood North	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.1	89	10,382	\$1,038	9,344	177	\$20,765	\$2,076
2020	216 Harwood North	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	18	2,124	\$212	1,911	37	\$4,248	\$425
2020	216 Harwood North	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.0	37	4,248	\$425	3,823	73	\$8,496	\$849
2020	219 Ravenscroft	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.2	127	11,975	\$1,197	10,778	253	\$23,951	\$2,395
2020	219 Ravenscroft	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	26	2,414	\$241	2,173	51	\$4,828	\$483
2020	219 Ravenscroft	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.1	40	4,053	\$405	3,647	81	\$8,105	\$811
2020	223 Bawly-Audley South	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.0	31	2,887	\$289	2,599	61	\$5,776	\$577
2020	223 Bawly-Audley South	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	30	3,198	\$320	2,878	60	\$6,397	\$640
2020	223 Bawly-Audley South	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.1	43	5,187	\$519	4,668	86	\$10,374	\$1,037
2020	225 Audley North	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.2	164	17,489	\$1,749	15,740	329	\$34,978	\$3,498
2020	225 Audley North	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	33	3,484	\$349	3,145	65	\$6,989	\$699
2020	225 Audley North	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.1	65	6,989	\$699	6,290	131	\$13,978	\$1,398
2020	226 Wesley South	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.2	148	16,258	\$2,439	13,820	295	\$32,577	\$3,257
2020	226 Wesley South	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	26	2,414	\$242	2,172	51	\$4,828	\$484
2020	226 Wesley South	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.1	46	5,009	\$501	4,558	92	\$10,018	\$1,018
2020	232 Church	Wesley	Extend weekday service to 24:00. Hourly	1-Jul		0.2	127	13,544	\$2,032	11,512	253	\$27,087	\$2,087
2020	232 Church	Wesley	Begin Saturday service earlier at 6:00. Hourly service.	1-Jul		0.0	13	1,365	\$136	1,229	26	\$2,730	\$273
2020	232 Church	Wesley	Begin Sunday service earlier at 6:00. Hourly service.	1-Jul		0.0	26	2,730	\$265	2,461	51	\$5,469	\$549
2020	284 Late Night Shuttle	Wesley	Eliminate weekday 24:00 trip. Service provided by new feed route trips.	1-Jul		-0.2	-127	-13,152	-\$1,315	-11,836	-253	-\$26,303	-\$2,630
2020	284 Late Night Shuttle	Wesley	Eliminate Saturday 23:00 and 24:00 trips. Service provided by new feed route trips.	1-Jul		-0.1	-45	-4,837	-\$484	-4,353	-89	-\$9,674	-\$967
2020	284 Late Night Shuttle	Wesley	Eliminate Saturday 24:00 trip. Service provided by new feed route trips.	1-Jul		0.0	-19	-2,186	-\$219	-1,967	-38	-\$4,372	-\$437
2020	284 Late Night Shuttle	Wesley	Add a Saturday 1:00 trip to meet the last GO Train arrival from the city.	1-Jul		0.0	26	2,887	\$285	2,585	51	\$5,302	\$530
2020	385 Late Night Shuttle	Wesley	1:00 train meet 7 days per week. Hourly service.	1-Jul		0.0	26	2,887	\$285	2,585	51	\$5,302	\$530
2020	385 Late Night Shuttle	Wesley	Weekday and Saturday service span improved to 24:00.	1-Jul		0.4	306	34,464	\$5,170	29,295	612	\$68,929	\$10,339
2020	502 Bowmanville South	Raleigh	Extend weekday service span improved to 24:00.	1-Jul		0.2	153	17,549	\$1,755	15,794	306	\$35,098	\$3,510

2018 Transit Service Forecast														
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost
2020	501 Bowmanville North	Sunday service span improved to 22:00. Weekday and Saturday daytime service frequency improved to every 30 minutes until 19:00	Raleigh	1-Jul		1.6	1,241	144,443	\$14,444	129,999	2,481	\$288,887	\$28,889	\$259,998
2020	502 Bowmanville South	Sunday service span improved to 22:00. Weekday and Saturday daytime service frequency improved to every 30 minutes until 19:00	Raleigh	1-Jul		0.8	621	71,161	\$7,116	64,045	1,241	\$142,322	\$14,232	\$128,090
Accommodating New Growth														
2020	101 Bay Ridge - Industrial	Two way service introduced. Weekday daytime service extended to Ajax Station until 19:00.	Westney	1-Jul	1	1.8	1,411	170,453	\$34,091	136,363	2,822	\$340,906	\$68,181	\$272,725
2020	120 Whites	Weekday evening service extended to Taunton at Station, every 30 minutes.	Westney	1-Jul		1.0	759	68,324	\$6,832	61,491	1,518	\$136,648	\$13,665	\$122,983
2020	120 Whites	Saturday and Sunday service extended to Taunton at Station every 20 - 30 minutes.	Westney	1-Jul		2.3	1,736	152,193	\$15,219	136,974	3,472	\$304,386	\$30,438	\$273,948
2020	410 Olive/Harmony	North Oshawa Growth. Weekday daytime service extended to new growth area	Raleigh	1-Jul	1	1.9	1,428	171,241	\$51,372	119,869	2,856	\$342,482	\$102,745	\$239,737
North Durham														
2020	653 Brock-Orilla	Increase to twice weekly	Specialized	1-Jul		0.4	315	85,203	\$8,520	76,683	630	\$170,406	\$17,041	\$153,366
2020	654 Brock-Kawatha Lakes	Increase to twice weekly	Specialized	1-Jul		0.4	315	85,203	\$8,520	76,683	630	\$170,406	\$17,041	\$153,366
Improving capacity and reliability														
2020	915 Taunton / PULSE (900) / 401	Adjusting service to reflect actual traffic conditions, while maintaining headways	Westney	1-Jul	1	2.0	1,512	117,798	\$35,340	82,459	3,024	\$235,597	\$70,679	\$164,918
2020 - Total					15	36	28,210	3,178,180	521,681	2,656,500	56,421	6,432,589	1,043,361	5,312,999



2018 Transit Service Forecast															
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost	
2021															
	High Frequency Network														
	2021	120 Whites	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.5	366	35,782	\$3,578	11,259	732	\$71,565	\$7,156	\$64,409
	2021	224 Harwood South-Salem South	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.4	305	33,315	\$3,331	29,983	610	\$66,629	\$6,663	\$59,966
	2021	302 Baldwin - Brock	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.4	318	38,285	\$3,828	34,456	636	\$76,569	\$7,657	\$68,912
	2021	402 King	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Raleigh	1-Jul		0.5	397	41,222	\$4,122	37,100	793	\$82,444	\$8,244	\$74,200
	2021	401	Weekday peak capacity improvements	Raleigh	1-Jul	2	759	83,614	\$25,084	\$5,896	58,530	1,518	\$167,228	\$50,168	\$117,060
	2021	915 Taunton	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.6	451	56,659	\$5,696	51,263	901	\$113,918	\$11,392	\$102,526
	2021	916 Rossland	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.8	610	71,452	\$7,145	64,307	1,219	\$142,903	\$14,290	\$128,613
Expanding Availability of Service															
2021	110 West Peckering	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.6	455	54,031	\$5,460	48,242	911	\$108,895	\$10,891	\$98,004	
2021	112 Brock	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.5	417	49,281	\$7,392	41,889	835	\$98,562	\$14,784	\$83,778	
2021	181 Late Night Shuttle	Add a weekday 24/30 tte, to meet all arriving GO Trains. Every 30 minutes.	Westney	1-Jul		0.6	468	46,222	\$6,933	39,289	937	\$92,444	\$13,860	\$78,577	
2021	216 Harwood North	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.4	331	36,513	\$5,477	31,036	682	\$73,027	\$10,954	\$62,073	
2021	219 Hawescroft	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		1.3	992	109,510	\$16,431	93,109	1,985	\$219,080	\$32,862	\$186,218	
2021	223 Bauld-Audley South	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.7	512	63,023	\$9,453	53,569	1,025	\$126,045	\$18,907	\$107,138	
2021	225 Audley North	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.3	224	26,625	\$3,844	21,781	448	\$51,290	\$7,688	\$43,603	
2021	232 Church	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.3	263	30,682	\$4,512	26,169	526	\$60,763	\$9,025	\$51,739	
2021	284 Late Night Shuttle	Weekday evening service frequency improved from every 60 minutes to 30 minutes.	Westney	1-Jul		0.2	127	13,152	\$1,315	11,836	253	\$26,303	\$2,630	\$23,673	
2021	301 Other Creek / West Lynde	Weekday evening every 30 minutes.	Whitby	1-Jul		5.56	57,394	\$8,609	48,785	1,133	\$124,788	\$17,218	\$107,570	\$17,355	
2021	303 Garden	Weekday evening every 30 minutes.	Whitby	1-Jul		5.25	51,374	\$7,706	43,668	1,050	\$102,747	\$15,412	\$87,335	\$15,412	
2021	304 Anderson	Weekday evening every 30 minutes.	Whitby	1-Jul		6.30	62,667	\$9,400	53,267	1,260	\$125,335	\$18,890	\$106,535	\$18,890	
2021	305 Thickson	Weekday evening every 30 minutes.	Whitby	1-Jul		6.30	60,859	\$9,145	51,824	1,260	\$121,938	\$18,291	\$103,647	\$18,291	
2021	306 Gairard	Weekday evening every 30 minutes.	Whitby	1-Jul		3.78	37,600	\$5,640	31,960	796	\$75,201	\$11,280	\$63,921	\$11,280	
2021	310 Brooklin UOIT	Weekday evening every 30 minutes.	Whitby	1-Jul		5.04	51,493	\$7,724	43,769	1,038	\$102,985	\$15,448	\$87,537	\$15,448	
2021	318 Whidby Shores	Weekday evening every 30 minutes.	Whitby	1-Jul		3.50	35,000	\$5,250	29,750	725	\$74,471	\$11,171	\$63,300	\$11,171	
2021	403 Taunton	Weekday evening every 30 minutes.	Raleigh	1-Jul		0.2	169	24,397	\$3,046	20,861	378	\$46,615	\$7,292	\$39,322	
Accommodating New Growth															
2021	120 Whites	Sunday service frequency to Taunton at Seaton improved from every 30 minutes to 20 minutes, from start of service until 1900.	Westney	1-Jul		0.5	366	30,111	\$3,011	27,100	732	\$60,222	\$6,022	\$54,200	
2021	503 Darlington - Wilmot Creek	Full weekday daytime service added to service new growth areas.	Raleigh	1-Jul	3	4,559	460,898	\$69,105	\$69,105	391,594	9,118	\$921,397	\$136,210	\$785,187	
2021	417 Colin	Service extended to Wind fields Phase 1 new growth area. Service span improved to 22:00	Raleigh	1-Jul		0.7	548	61,049	\$3,052	57,996	1,095	\$122,098	\$6,105	\$115,993	
2021	922 Baily Bloor Victoria	Extension to Alex Station - Weekday Peak	Whitby	1-Jul	2	1,813	176,107		\$35,221	140,885	3,626	\$392,213	\$70,443	\$281,771	
North Durham															
2021	950 UOIT/DC - Scudo - Uxbridge	Introduction of Sunday service.	Whitby	1-Jul			324	35,177	\$3,516	31,659	646	\$70,353	\$7,035	\$63,318	
One Fare Anywhere - Clarington															
2021	402 King	Service extended to Bowmanville. Replaces GO bus Route 90. Additional peak period service to accommodate expected passenger demand.	Raleigh	1-Jul	2	6.9	5,354	655,462	\$98,316	557,134	10,707	\$1,310,904	\$196,636	\$1,114,268	
2021	505 King; Bowmanville - Newcastle - Oromo - Port of N	Replaces GO Bus Route 90 East of Bowmanville	Raleigh	1-Jul	2	4.0	3,073	402,497	\$60,374	342,122	6,146	\$664,993	\$120,749	\$584,244	
Improving capacity and reliability															
2021	403 Park / 304 Anderson / 305 Thickson	Adjusting service to reflect actual traffic conditions, while maintaining headways	Westney	1-Jul	2	3.9	3,024	228,133	\$68,440	159,693	6,048	\$466,265	\$136,890	\$319,366	
2021 - Total					13	32	29,930	3,231,537	515,105	2,695,487	59,861	6,641,016	1,030,210	5,432,864	

2018 Transit Service Forecast		Div	Start Date	PA Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost
Year	Route	Description											
<b>2022 High Frequency Network</b>													
2022	401 Smoore	Weekday AM/PM peak service improved to from every 15 minutes to every 12 minutes	1-Jul	1	1.0	759	71,862	\$21,556	50,297	1,518	\$143,705	\$43,111	\$100,593
2022	915 Taunton	Weekday AM/PM peak service improved to from every 15 minutes or better to every 12 minutes	1-Jul	2	0.6	430	43,147	\$12,944	30,203	860	\$86,294	\$25,868	\$60,406
2022	916 Roseland	Weekday AM/PM peak service improved to from every 15 minutes to every 12 minutes	1-Jul	2	2.0	1,518	176,637	\$52,991	123,646	3,036	\$363,275	\$105,962	\$247,312
2022	PULSE (900)	Weekday peak capacity improvements	1-Jul	2	2.5	1,898	211,387	\$63,416	147,971	3,205	\$402,776	\$126,832	\$275,942
2022	401	Sunday service frequency improved from every 30 minutes to 20 minutes, from start of service until 19:00.	1-Jul		0.6	451	47,031	\$4,703	42,328	901	\$84,063	\$9,406	\$64,657
<b>Expanding Availability of Service</b>													
2022	101 Bar, Rides-Industrial	Saturday midday and evening 30 minute frequency	1-Jul		0.3	243	28,107	\$4,216	23,891	466	\$56,214	\$6,432	\$47,782
2022	103 Glenana	Saturday midday and evening 30 minute frequency	1-Jul		0.3	243	29,891	\$4,484	25,407	466	\$59,762	\$6,967	\$52,795
2022	110 West Pickering	Sunday morning service frequency improved from every 60 minutes to every 30 minutes.	1-Jul		0.1	102	11,711	\$1,757	9,954	204	\$23,422	\$3,513	\$19,908
2022	110 West Pickering	Saturday evening 30 minute frequency.	1-Jul		0.2	118	13,956	\$2,093	11,863	236	\$27,913	\$4,187	\$23,726
2022	112 Brook	Sunday morning service frequency improved from every 60 minutes to every 30 minutes.	1-Jul		0.1	13	1,405	\$211	1,194	26	\$2,609	\$421	\$2,188
2022	181 Lee, Night Shuttle	Saturday evening 30 minute frequency.	1-Jul		0.1	114	13,053	\$1,958	11,095	228	\$26,107	\$3,916	\$22,191
2022	219 Ravenscroft	Add a Saturday 24:30 trip, to meet all arriving GO Trains. Every 30 minutes.	1-Jul		0.0	26	2,651	\$265	2,386	51	\$5,302	\$530	\$4,772
2022	217 Mansfield	Saturday evening 30 minute frequency	1-Jul		0.2	154	13,611	\$2,042	11,569	309	\$27,221	\$4,003	\$23,218
2022	223 Bayview South	Saturday evening 30 minute frequency	1-Jul		0.1	63	7,017	\$1,053	5,965	125	\$14,036	\$2,105	\$11,930
2022	224 Harwood South-Salem South	Saturday evening 30 minute frequency	1-Jul		0.2	168	21,052	\$3,158	17,894	375	\$42,104	\$6,316	\$35,788
2022	225 Westview South	Saturday evening 30 minute frequency	1-Jul		0.2	162	19,582	\$2,787	16,794	324	\$37,163	\$5,574	\$31,589
2022	226 Westview North	Saturday evening 30 minute frequency	1-Jul		0.2	148	17,817	\$2,627	15,190	296	\$35,033	\$5,285	\$29,748
2022	232 Chiswick	Saturday evening 30 minute frequency	1-Jul		0.1	75	8,153	\$1,233	6,920	125	\$16,936	\$2,462	\$14,474
2022	216 Harwood North	Saturday evening 30 minutes.	1-Jul		0.6	452	47,063	\$7,063	40,002	925	\$94,170	\$14,126	\$80,044
2022	301 Otter Creek / West Lynde	Saturday evening 30 minute frequency	1-Jul		0.29	46,044	\$6,961	\$6,961	39,444	659	\$92,609	\$12,921	\$79,688
2022	303 Garden	Saturday evening 30 minute frequency	1-Jul		363	37,429	\$5,614	\$5,614	31,815	765	\$74,859	\$11,229	\$63,630
2022	304 Anderson	Saturday evening 30 minute frequency	1-Jul		486	48,343	\$7,252	\$7,252	41,092	972	\$96,687	\$14,503	\$82,184
2022	305 Thicketton	Saturday evening 30 minute frequency	1-Jul		486	47,033	\$7,055	\$7,055	39,978	972	\$94,067	\$14,110	\$79,957
2022	306 Gairard	Saturday evening 30 minute frequency	1-Jul		136	13,429	\$2,014	\$2,014	11,414	270	\$26,857	\$4,007	\$22,850
2022	310 Brookline	Saturday evening 30 minute frequency	1-Jul		486	48,624	\$7,448	\$7,448	42,206	972	\$99,307	\$14,896	\$84,411
2022	307 Westview South	Saturday evening 30 minutes	1-Jul		136	13,429	\$2,014	\$2,014	11,414	270	\$26,857	\$4,007	\$22,850
2022	408 Thornton	Saturday evening 30 minute frequency	1-Jul		0.1	68	8,681	\$1,302	7,379	135	\$17,362	\$2,604	\$14,758
<b>North Durham</b>													
2022	950 Uxbridge / Port Perry / UOIT	Saturday service to 60 minutes.	1-Jul			574	62,258	\$6,226	56,032	1,148	\$124,516	\$12,452	\$112,064
<b>Improving Community Bus</b>													
2022	193A West Pickering Community Bus	Added Afternoon Trip.	1-Jul		0.2	158	25,497	\$3,825	21,672	316	\$50,994	\$7,649	\$43,345
2022	193B East Pickering Community Bus	Added Afternoon Trip. Inferred with route 193A	1-Jul		0.2	156	15,657	\$2,349	13,309	316	\$31,315	\$4,697	\$26,618
2022	291 Alex Community Bus	Added Afternoon Trip.	1-Jul		0.6	445	46,853	\$7,028	39,825	891	\$93,706	\$14,056	\$79,650
2022	292 Alex Community Bus	Added Afternoon Trip.	1-Jul		0.4	324	33,196	\$4,973	28,223	648	\$66,311	\$9,947	\$56,364
2022	384 Wilby Community Bus	New Community Bus	1-Jul	1	223	22,779	\$3,342	\$3,342	16,938	465	\$44,959	\$6,684	\$37,275
2022	404 Oakview Community Bus	New Community Bus	1-Jul	1	223	22,779	\$3,342	\$3,342	16,938	465	\$44,959	\$6,684	\$37,275
2022	488 South Oshawa Community Bus	Replaces route 414.	1-Jul		0.4	311	31,214	\$4,682	26,532	622	\$62,429	\$9,364	\$53,064
2022	414 Oshawa Community Bus	Replaced	1-Jul	-1	-0.5	-420	-47,608	\$0	-47,608	-640	-\$95,216	\$0	-\$95,216
<b>Accommodating New Growth</b>													
2022	125 Whitevale	New Route - Seaton	1-Jul	3	7.9	6,052	681,845	\$170,461	511,384	12,123	\$1,383,689	\$340,922	\$1,042,767
2022	401	Service extension from UOIT to Smoore and Winchester until 22:00, 7 days a week. 30 minute service	1-Jul	1	2.6	2,012	209,771	\$62,931	146,840	4,024	\$419,543	\$125,863	\$293,680
2022	417 Conlin	Service extended to Windfields Phase 1 new growth area. Service span improved to 22:00	1-Jul		0.7	548	61,049	\$3,052	57,996	1,065	\$122,098	\$6,105	\$115,993
2022	405 Wilson	Sunday service span improved to 7:00 - 24:00. Service routing modification to service new growth areas.	1-Jul		0.3	221	21,736	\$5,434	16,302	443	\$43,472	\$10,868	\$32,604
2022	416 Keston	Cancelled	1-Jul	-2	-4.0	-3,033	-353,048	\$0	-353,048	-6,166	-\$706,096	\$0	-\$706,096
2022	416 Rison North	Replaces route 416 service, and extended to Winchester Terminal.	1-Jul	2	5.1	3,928	405,624	\$0	405,624	7,650	\$611,247	\$0	\$611,247
2022	417 Conlin	Service span improved to 24:00	1-Jul		0.5	365	34,503	\$5,235	29,268	720	\$69,806	\$10,471	\$59,335
2022	418 Brimley	New route serving new growth area. Weekday daytime service added to 19:00	1-Jul	2	3.4	2,646	285,066	\$85,529	199,537	5,292	\$570,191	\$171,057	\$399,134
2022	503 Darlington - Wilnot Creek	Saturday and Sunday daytime service added	1-Jul		1.9	1,469	152,889	\$7,644	145,244	2,938	\$305,778	\$19,289	\$286,489
<b>Improving capacity and reliability</b>													
2022	224 Harwood-Salem / 218 Westview South / 219 Ravel	Adjusting service to reflect actual traffic conditions, while maintaining headways	1-Jul	2	3.9	3,024	228,133	\$88,440	139,693	6,048	\$466,265	\$136,880	\$329,386
<b>2022 - Total</b>													
				15	33	29,139	3,010,253	678,064	2,332,190	58,278	6,020,507	1,356,137	4,664,370

2018 Transit Service Forecast														
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Per Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost
2023														
High Frequency Network														
2023	120 Whiles	Weekday AM/PM peak service improved to from every 15 minutes to every 12 minutes	Westney	1-Jul	1	1.0	759	88,319	\$26,496	61,823	1,518	\$176,637	\$52,991	\$123,646
2023	224 Harwood - Salem South	Weekday AM/PM peak service improved to from every 15 minutes to every 12 minutes	Westney	1-Jul	1	1.0	759	83,614	\$25,084	58,530	1,518	\$167,228	\$50,168	\$117,060
2023	302 Baldwin - Brock	Weekday AM/PM peak service improved to from every 15 minutes to every 12 minutes	Whiby	1-Jul	1		759	76,900	\$23,070	53,830	1,518	\$153,800	\$46,140	\$107,660
2023	PULSE (901)	Weekday peak capacity improvements	Raleigh	1-Jul	3	2.5	1,898	211,387	\$63,416	147,971	3,795	\$422,775	\$126,832	\$295,942
2023	PULSE (901)	Weekday peak capacity improvements	Raleigh	1-Jul	3	1.0	759	83,614	\$25,084	58,530	1,518	\$167,228	\$50,168	\$117,060
Expanding Availability of Service														
2023	101 Bay Ridge Industrial	Weekday peak period service to 15 minutes	Westney	1-Jul	2	2.0	1,512	177,809	\$44,452	133,357	3,024	\$355,618	\$88,904	\$266,713
2023	103 Glenora	Weekday peak period service to 15 minutes	Westney	1-Jul	2	1.8	1,386	164,233	\$41,058	123,175	2,772	\$328,466	\$82,116	\$246,349
2023	110 West Pickering	Improve Sunday daytime service frequency from every 60 minutes to every 30 minutes.	Westney	1-Jul		0.6	427	49,025	\$3,432	45,593	854	\$98,050	\$6,863	\$91,186
2023	112 Brock	Improve Sunday daytime service frequency from every 60 minutes to every 30 minutes.	Westney	1-Jul		0.5	378	42,344	\$2,964	39,380	756	\$84,689	\$5,928	\$78,761
2023	216 Harwood North	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.6	494	51,445	\$3,601	47,844	988	\$102,890	\$7,202	\$95,687
2023	217 Marston	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.3	242	27,482	\$1,924	25,558	463	\$54,964	\$3,847	\$51,116
2023	218 Glenora	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.6	494	51,445	\$3,601	47,844	988	\$102,890	\$7,202	\$95,687
2023	223 Bayview South	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.9	725	82,446	\$5,771	76,675	1,450	\$164,992	\$11,542	\$153,449
2023	224 Harwood South-Salem South	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.7	531	60,906	\$4,263	56,643	1,082	\$121,812	\$8,527	\$113,285
2023	225 Audley North	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.7	516	60,974	\$4,268	56,705	1,032	\$121,947	\$8,536	\$113,411
2023	226 Westview South	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.3	229	25,927	\$1,815	24,112	458	\$61,854	\$3,630	\$58,223
2023	232 Church	Sunday service matches Saturday service. 30 minute service.	Westney	1-Jul		0.3	269	30,536	\$2,131	28,405	537	\$60,872	\$4,261	\$56,611
2023	283 7284 Late Night Shuttle	01:00 train meet 7 days per week. Hourly	Westney	1-Jul		0.3	225	29,854	\$2,985	26,869	450	\$59,708	\$5,971	\$53,737
2023	301 Otter Creek / West Lynde	Sunday service matches Saturday service. 30 minute service.	Whiby	1-Jul		0.6	498	50,701	\$3,549	47,152	988	\$101,402	\$7,088	\$94,314
2023	303 Garden	Sunday service matches Saturday service. 30 minute service.	Whiby	1-Jul		0.6	498	50,701	\$3,549	47,152	988	\$101,402	\$7,088	\$94,314
2023	304 Anderson	Sunday service matches Saturday service. 30 minute service.	Whiby	1-Jul		0.3	231	27,482	\$1,924	25,558	463	\$54,964	\$3,847	\$51,116
2023	305 Thickson	Sunday service matches Saturday service. 30 minute service.	Whiby	1-Jul		0.3	231	27,482	\$1,924	25,558	463	\$54,964	\$3,847	\$51,116
2023	306 Garrard	Sunday service matches Saturday service. 30 minute service.	Whiby	1-Jul		0.3	231	27,482	\$1,924	25,558	463	\$54,964	\$3,847	\$51,116
2023	385 Late Night Shuttle	01:00 train meet 7 days per week. Hourly	Whiby	1-Jul		0.3	231	27,482	\$1,924	25,558	463	\$54,964	\$3,847	\$51,116
2023	410 Thornton	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	411 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	412 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	413 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	414 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	415 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	416 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	417 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	418 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	419 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	420 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	421 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	422 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	423 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	424 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	425 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	426 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	427 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	428 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	429 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	430 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	431 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	432 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	433 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	434 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	435 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	436 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	437 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	438 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	439 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	440 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	441 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	442 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	443 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	444 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	445 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	446 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	447 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	448 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	449 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
2023	450 Brooklin UOIT	Sunday service matches Saturday service. 30 minute service.	Raleigh	1-Jul		0.3	266	34,146	\$2,390	31,756	531	\$68,292	\$4,780	\$63,512
Accommodating New Growth														
2023	PULSE (901)	Service again to Simcoe and Winchester improved to 24:00 - 30 minute service.	Raleigh	1-Jul		0.2	183	19,029	\$3,806	16,223	365	\$38,058	\$7,612	\$30,446
2023	417 Corn	Weekday midday and evening service improved to every 30 minutes	Raleigh	1-Jul		1.8	1,368	154,133	\$23,123	131,010	2,772	\$368,370	\$86,247	\$282,123
2023	419 Brimley	Saturday and												

2018 Transit Service Forecast																			
Year	Route	Description	Div	Start Date	Pk Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost					
2024	1418 Brianna	Service extended to 22:00	Raleigh	1-Jul		0.7	5.48	58,951	\$11,798	47,193	1,055	\$17,082	\$22,596	\$54,385					
2024 - Total					11	17	18,037	1,984,958	374,925	1,610,033	36,074	3,969,915	749,849	3,220,066					

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2018 Transit Service Forecast														
Year	Route	Description	Div	Start Date	Px Veh	FTE	Forecast Year Rev Hrs	Cost	Revenue	Net Cost	Rev Hrs	Cost	Annual Revenue	Net Cost
2026														
High Frequency Network														
2026	PULSE (900)	Weekday peak capacity improvements and construction delay mitigation	Raleigh	1-Jul	3	2.5	1,898	211,387	\$63,416	147,971	3,795	\$422,775	\$126,832	\$295,942
2026	PULSE (901)	Weekday peak capacity improvements and construction delay mitigation	Raleigh	1-Jul	2	1.0	759	83,614	\$25,084	56,530	1,518	\$167,228	\$50,166	\$117,060
Expanding Availability of Service														
2026	402 King	Weekday peak service improved to every 15 minutes.	Raleigh	1-Jul	4	3.9	3,024	341,697	\$68,319	273,278	6,048	\$683,194	\$196,639	\$546,655
2026	405 Wilson	Weekday peak period to 15 minutes.	Raleigh	1-Jul	2	2.9	2,268	256,891	\$64,223	192,668	4,536	\$513,762	\$126,446	\$387,317
2026	410 Olive/Harmony	Weekday peak period to 20 minutes.	Raleigh	1-Jul	1	1.0	756	352,623	\$95,606	288,817	1,512	\$764,847	\$191,212	\$573,635
2026	410 Olive/Harmony	Weekday peak period to 20 minutes.	Raleigh	1-Jul	1	1.0	756	352,623	\$95,606	288,817	1,512	\$764,847	\$191,212	\$573,635
2026	418 Brianna	Saturday service frequency improved to every 30 minutes	Raleigh	1-Jul	1	0.6	432	45,044	\$6,757	38,287	864	\$90,088	\$15,513	\$74,575
2026	418 Brianna	Saturday service frequency improved to every 30 minutes	Raleigh	1-Jul	1	0.6	432	45,044	\$6,757	38,287	864	\$90,088	\$15,513	\$74,575
2026	410 Olive/Harmony	30 minute weekday midday and evening service to new growth area	Raleigh	1-Jul	6.3	4,855	592,195	\$87,329	\$87,329	494,866	9,710	\$1,164,391	\$174,659	\$989,732
2026	416 Rialton North	30 minute weekday midday and evening service to new growth area	Raleigh	1-Jul	1.8	1,366	148,460	\$22,269	\$22,269	126,191	2,772	\$296,919	\$44,538	\$252,381
2026	418 Brianna	Weekday midday and evening, and Saturday service frequency improved to every 30 minutes	Raleigh	1-Jul	1.8	1,366	149,336	\$22,400	\$22,400	126,935	2,772	\$298,672	\$44,801	\$253,871
2026	410 Olive/Harmony	30 minute Sunday service.	Raleigh	1-Jul		6.3	4,855	\$92,195	\$87,329	494,866	9,710	\$1,164,391	\$174,659	\$989,732
2026	910 Campus Connect	Weekend late evening service extension to 24:00	Whitby	1-Jul		1.403	1,353,901	\$20,385	\$20,385	115,516	2,805	\$271,803	\$40,770	\$231,033
Accommodating New Growth														
2026	PULSE (901)	Weekday midday service frequency to Simcoe and Winchester improved from every 30 minutes to 20 minutes.	Raleigh	1-Jul		0.4	294	30,655	\$4,598	26,056	588	\$61,509	\$9,196	\$52,313
2026	PULSE (901)	Saturday midday service frequency to Simcoe and Winchester improved from every 30 minutes to 20 minutes.	Raleigh	1-Jul		0.1	99	10,322	\$1,548	8,774	188	\$20,645	\$3,097	\$17,548
2026 - Total					13	30	24,602	3,095,158	598,394	2,496,764	49,204	6,338,649	1,196,788	4,993,527
2027														
High Frequency Network														
2027	PULSE (900)	Weekday peak capacity improvements and construction delay mitigation	Raleigh	1-Jul	3	2.0	1,512	143,137	\$42,841	100,196	3,024	\$296,272	\$85,882	\$200,391
2027	PULSE (901)	Weekday peak capacity improvements and construction delay mitigation	Raleigh	1-Jul	2	1.0	759	71,862	\$21,556	50,297	1,518	\$143,705	\$43,111	\$100,593
Expanding Availability of Service														
2027	403 Park	Weekday peak period to 20 minutes.	Raleigh	1-Jul	1	1.0	756	89,761	\$22,440	67,321	1,512	\$179,522	\$44,881	\$134,642
2027	407 Rialton/Cabot Sum	Weekday peak period to 20 minutes.	Raleigh	1-Jul	2	1.5	1,134	126,108	\$31,527	94,581	2,268	\$252,216	\$65,054	\$187,162
2027	410 Olive/Harmony	North Oshawa Growth: Weekday daytime service extended to new growth area	Raleigh	1-Jul	1	1.9	1,428	171,241	\$51,372	119,869	2,592	\$342,482	\$102,745	\$239,737
2027	418 Rialton North	Service extended to 24:00 to new growth area.	Raleigh	1-Jul	0.5	365	38,058	\$5,709	\$5,709	33,349	720	\$76,116	\$11,417	\$64,699
2027	418 Rialton North	Service extended to 24:00 to new growth area.	Raleigh	1-Jul	0.5	365	38,058	\$5,709	\$5,709	33,349	720	\$76,116	\$11,417	\$64,699
2027	418 Brianna	Service extended to 24:00 to new growth area.	Raleigh	1-Jul	0.5	365	38,058	\$5,709	\$5,709	33,349	720	\$76,116	\$11,417	\$64,699
2027	922 Bayview/Bloor/Victoria	Extension to Alex Station	Raleigh	1-Jul	4	3,386	371,027	\$74,285	\$74,285	29,141	9,772	\$122,853	\$148,571	\$94,283
2027	417 Conlin	Service span improved to 24:00	Raleigh	1-Jul	2	3,655	34,933	\$6,234	\$6,234	29,668	760	\$69,806	\$10,471	\$59,335
2027	417 Conlin	Saturday service frequency improved to every 30 minutes.	Raleigh	1-Jul	0.6	432	45,044	\$9,009	\$9,009	36,035	864	\$90,088	\$16,018	\$74,070
2027	417 Conlin	Sunday service frequency improved to every 30 minutes.	Raleigh	1-Jul	0.6	472	58,191	\$8,729	\$8,729	49,462	944	\$116,382	\$17,457	\$98,925
2027	416 Rialton North	30 minute Saturday service.	Raleigh	1-Jul		0.6	432	45,044	\$6,757	38,287	864	\$90,088	\$15,513	\$74,575
2027	418 Brianna	Saturday service frequency improved to every 30 minutes	Raleigh	1-Jul		0.6	432	45,044	\$6,982	39,564	864	\$93,092	\$15,964	\$77,129
Improve Community Bus														
2027	193A West Pickett Community Bus	Sunday service added.	Westney	1-Jul		0.2	124	15,760	\$1,576	14,184	248	\$31,521	\$3,152	\$28,369
2027	193B East Pickett Community Bus	Sunday service added.	Westney	1-Jul		0.2	120	12,037	\$1,204	10,833	240	\$24,074	\$2,407	\$21,667
2027	292 Alex Community Bus	Sunday service added.	Westney	1-Jul		0.4	336	34,542	\$3,454	31,088	673	\$69,085	\$6,908	\$62,176
2027	384 Wherry Community Bus	Sunday service added.	Whitby	1-Jul		1.24	12,909	\$1,231	\$1,231	11,078	248	\$24,617	\$2,462	\$22,156
2027	485 North Oshawa Community Bus	Sunday service added.	Raleigh	1-Jul		0.5	371	37,203	\$3,723	33,509	742	\$74,465	\$7,447	\$67,019
2027	486 South Oshawa Community Bus	Sunday service added.	Raleigh	1-Jul		0.5	371	37,233	\$3,723	33,509	742	\$74,465	\$7,447	\$67,019
2027 - Total					11	23	18,139	2,011,948	394,682	1,617,267	36,277	4,023,897	789,363	3,234,534



# APPENDIX #5




**2018 Capital Budget & 2019  
to 2027 Forecast**
**Durham Region Transit**
**CAPITAL EXPENDITURES (\$000's)**
**EXPENDITURES**
**GROWTH RELATED CAPITAL**
**BUSES:**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
	# \$	# \$	# \$	# \$	# \$	# \$	# \$	# \$	# \$	# \$	# \$
Conventional Bus Expansion BRT	-	-	-	-	-	6 3,600	5 3,000	6 3,600	6 3,600	6 3,600	29 17,400
Conventional Bus Expansion	4 2,272	16 9,088	18 10,224	16 9,088	18 10,224	10 5,680	8 4,544	7 3,976	10 5,680	7 3,976	114 64,752
Specialized Mini Bus Expansion	-	1 200	1 200	1 200	1 200	1 200	1 200	1 200	1 200	1 200	9 1,800
Non Revenue Service Vehicle	1 35	-	-	-	-	-	-	-	-	-	1 35
<b>sub-total</b>	<b>5 2,307</b>	<b>17 9,288</b>	<b>19 10,424</b>	<b>17 9,288</b>	<b>19 10,424</b>	<b>17 9,480</b>	<b>14 7,744</b>	<b>14 7,776</b>	<b>17 9,480</b>	<b>14 7,776</b>	<b>153 83,987</b>

**FACILITIES:**

New Indoor Bus Storage/Service Facility	4,250	-	50,500	-	-	-	-	-	-	37,300	92,050
New Facility in Seaton Phase 1	-	-	-	-	-	25,000	-	-	-	-	25,000
<b>sub-total</b>	<b>4,250</b>	<b>-</b>	<b>50,500</b>	<b>-</b>	<b>-</b>	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37,300</b>	<b>117,050</b>

**SYSTEMS IMPROVEMENT:**

Hard Surface Stops	25 190	50 380	50 380	50 380	50 380	50 380	50 380	50 380	50 380	50 380	475 3,610
Shelters	9 59	9 59	9 59	9 59	9 59	9 59	9 59	9 59	9 59	9 59	90 585
Additional PRESTO for Growth Buses	4 56	16 224	18 252	16 224	18 252	16 224	13 182	13 182	16 224	13 182	143 2,002
Additional Fareboxes/Radios For Growth Buses	4 76	16 304	18 342	16 304	18 342	16 304	13 247	13 247	16 304	13 247	143 2,717
Additional ITS/Annunciators for Growth Buses	4 60	16 240	18 270	16 240	18 270	16 240	13 195	13 195	16 240	13 195	143 2,145
Automated Q-strait	0 0	23 460	18 360	16 320	18 360	16 320	13 260	13 260	16 320	13 260	146 2,920
Additional PRESTO for Specialized Buses	45 90	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	54 108
Trapeze for Specialized Buses	- 0	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	1 8	9 71
Smart Technology Upgrades	-	- 250	- 250	- 250	- 250	- 250	- 250	- 250	- 250	- 250	2,250
<b>sub-total</b>	<b>91 531</b>	<b>132 1,926</b>	<b>133 1,922</b>	<b>125 1,786</b>	<b>133 1,922</b>	<b>125 1,786</b>	<b>113 1,582</b>	<b>113 1,582</b>	<b>125 1,786</b>	<b>113 1,582</b>	<b>1,203 16,408</b>

**REPLACEMENT / REHABILITATION CAPITAL**
**BUSES:**

New Conventional Bus Replacement	5 2,840	11 6,248	11 6,248	11 6,248	11 6,248	11 6,248	11 6,248	11 6,248	11 6,248	11 6,248	104 59,072
Pre Budget Approval (2017) Conventional Buses	11 5,596	-	-	-	-	-	-	-	-	-	11 5,596
Specialized Mini Bus Replacement	-	4 800	4 800	4 800	4 800	4 800	4 800	4 800	4 800	4 800	36 7,200
Pre Budget Approval (2017) Specialized Buses	4 493	-	-	-	-	-	-	-	-	-	4 493
Refurbishing of Buses (Power Train)	-	9 900	9 900	9 900	9 900	9 900	9 900	9 900	9 900	9 900	81 8,100
Service Vehicle Replacement	3 185	2 110	3 145	1 35	3 125	3 105	1 35	3 185	2 110	3 145	24 1,180
<b>sub-total</b>	<b>23 9,114</b>	<b>26 8,058</b>	<b>27 8,093</b>	<b>25 7,983</b>	<b>27 8,073</b>	<b>27 8,053</b>	<b>25 7,983</b>	<b>27 8,133</b>	<b>26 8,058</b>	<b>27 8,093</b>	<b>260 81,641</b>

**FACILITIES:**

Works	-	137	-	-	-	-	-	-	-	-	137
Raleigh Office Area Demolition and Rebuild	-	-	-	1,030	-	-	-	-	-	-	1,030
Maintenance Shop Equipment	34	66	-	12	-	-	25	-	-	-	137
<b>sub-total</b>	<b>34</b>	<b>203</b>	<b>-</b>	<b>1,042</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,304</b>

**SYSTEMS IMPROVEMENT:**

PRESTO/INIT MACD- Decommn/install	16 219	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	11 151	115 1,576
PRESTO Equipment Refresh/Upgrade	-	- 1,000	-	-	-	-	-	-	-	-	1,000
Smart Technology Upgrades	- 513	-	-	-	-	-	-	-	-	-	513
Bus Stop Infrastructure Requirements	-	- 960	- 960	- 960	- 960	- 960	- 960	- 960	- 960	- 960	8,640
Radio Transition (New Arrangement NextGen)	-	275 2,000	-	-	-	-	-	-	-	-	275 2,000
Advanced Fuel Mgt System	-	- 250	-	-	-	-	-	-	-	-	250
Supervisor Vehicle GPS	-	- 20	-	-	-	-	-	-	-	-	20
<b>sub-total</b>	<b>16 732</b>	<b>286 4,381</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>11 1,111</b>	<b>390 13,999</b>

**TOTAL EXPENDITURES**

	135 16,968	461 23,856	190 72,050	178 21,210	190 21,530	180 45,430	163 18,445	165 18,602	179 20,435	165 55,862	2,006 314,389
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**FINANCING**
**REGULAR CAPITAL PROGRAM**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Property Taxes	1,184	7,132	5,056	5,581	5,036	4,670	4,004	4,140	4,675	4,100	45,577
Development Charges-Residential	3,303	5,262	5,793	5,196	5,793	5,286	4,376	4,391	5,286	4,391	49,077
Development Charges-Non Residential	1,484	2,364	2,603	2,334	2,603	2,375	1,966	1,973	2,375	1,973	22,049
Ontario Gas Tax Revenue	6,665	9,099	8,099	8,099	8,099	8,099	8,099	8,099	8,099	8,099	80,553
Debentures	1,288	-	50,500	-	-	25,000	-	-	-	37,300	114,088
Other	3,045	-	-	-	-	-	-	-	-	-	3,045
<b>TOTAL FINANCING</b>	<b>16,968</b>	<b>- 23,856</b>	<b>- 72,050</b>	<b>- 21,210</b>	<b>21,530</b>	<b>45,430</b>	<b>18,445</b>	<b>18,602</b>	<b>20,435</b>	<b>- 55,862</b>	<b>314,389</b>

2018 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	-	-	-	-	-	-	-
Conventional Bus Expansion	2,272	727	1,066	479	-	-	-
Specialized Mini Bus Expansion	-	-	-	-	-	-	-
Non Revenue Service Vehicle	35	11	16	7	-	-	-
Sub-total	2,307	738	1,082	486	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	4,250	57	1,972	886	48	1,288	-
Sub-total	4,250	57	1,972	886	48	1,288	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	190	61	89	40	-	-	-
Shelters	59	19	27	12	-	-	-
Additional PRESTO for Growth Buses	56	18	26	12	-	-	-
Additional Fareboxes/Radios For Growth Buses	76	24	36	16	-	-	-
Additional ITS/Annunciators for Growth Buses	60	19	28	13	-	-	-
Automated Q-strait	-	-	-	-	-	-	-
Additional PRESTO for Specialized Buses	90	29	42	19			
Trapeze for Specialized Buses	-	-	-	-			
Smart Technology Upgrades	-	-	-	-			
Sub-total	531	170	249	112	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	2,840	-	-	-	2,840	-	-
Pre Budget Approval (2017) Conventional Buses	5,596	-	-	-	2,798	-	2,798
Specialized Mini Bus Replacement	-	-	-	-	-	-	-
Pre Budget Approval (2017) Specialized Buses	493	-	-	-	247	-	247
Refurbishing of Buses (Power Train)	-				-		
Service Vehicle Replacement	185	185					
Sub-total	9,114	185	-	-	5,885	-	3,045
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	34	34	-	-	-	-	-
Sub-total	34	34	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	219	-	-	-	219	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Smart Technology Upgrades	513		-	-	513	-	-
Bus Stop Infrastructure Requirements	-	-			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	732	-	-	-	732	-	-
TOTAL	16,968	1,184	3,303	1,484	6,665	1,288	3,045

2019 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	-	-	-	-	-	-	-
Conventional Bus Expansion	9,088	2,908	4,264	1,916	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	9,288	2,972	4,358	1,958	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	224	72	105	47			
Additional Fareboxes/Radios For Growth Buses	304	97	143	64	-	-	-
Additional ITS/Annunciators for Growth Buses	240	77	113	51	-	-	-
Automated Q-strait	460	147	216	97	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53			
Sub-total	1,926	616	904	406	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	110	110	-	-	-	-	-
Sub-total	8,058	110	-	-	7,948	-	-
<b>FACILITIES:</b>							
Works	137	137					
Raleigh Office Area Demolition and Rebuild	-	-	-	-	-	-	-
Maintenance Shop Equipment	66	66					
Sub-total	203	203	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	1,000	-	-	-	1,000	-	-
Bus Stop Infrastructure Requirements	960	960					
Radio Transition (New Arrangement NextGen)	2,000	2,000	-	-	-	-	-
Advanced Fuel Mgt System	250	250	-	-	-	-	-
Supervisor Vehicle GPS	20	20	-	-	-	-	-
Sub-total	4,381	3,230	-	-	1,151	-	-
<b>TOTAL</b>	<b>23,856</b>	<b>7,132</b>	<b>5,262</b>	<b>2,364</b>	<b>9,099</b>	<b>-</b>	<b>-</b>

2020 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	-	-	-	-	-	-	-
Conventional Bus Expansion	10,224	3,272	4,797	2,155	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	10,424	3,336	4,891	2,197	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	50,500	-	-	-	-	50,500	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	50,500	-	-	-	-	50,500	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	252	81	118	53			
Additional Fareboxes/Radios For Growth Buses	342	109	160	72			
Additional ITS/Annunciators for Growth Buses	270	86	127	57	-	-	-
Automated Q-strait	360	115	169	76	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,922	615	902	405	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	145	145	-	-	-	-	-
Sub-total	8,093	145	-	-	7,948	-	-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960					
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>72,050</b>	<b>5,056</b>	<b>5,793</b>	<b>2,603</b>	<b>8,099</b>	<b>50,500</b>	<b>-</b>

2021 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	-	-	-	-	-	-	-
Conventional Bus Expansion	9,088	2,908	4,264	1,916	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	9,288	2,972	4,358	1,958	-	-	-
<b>FACILITIES:</b>						-	-
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	224	72	105	47			
Additional Fareboxes/Radios For Growth Buses	304	97	143	64			
Additional ITS/Annunciators for Growth Buses	240	77	113	51	-	-	-
Automated Q-strait	320	102	150	67	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,786	572	838	377	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	35	35	-	-	-	-	-
Sub-total	7,983	35	-	-	7,948	-	-
							-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	1,030	1,030					
Maintenance Shop Equipment	12	12	-	-	-	-	-
Sub-total	1,042	1,042	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960					
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>21,210</b>	<b>5,581</b>	<b>5,196</b>	<b>2,334</b>	<b>8,099</b>	<b>-</b>	<b>-</b>

2022 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	-	-	-	-	-	-	-
Conventional Bus Expansion	10,224	3,272	4,797	2,155	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	10,424	3,336	4,891	2,197	-	-	-
<b>FACILITIES:</b>						-	-
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	252	81	118	53			
Additional Fareboxes/Radios For Growth Buses	342	109	160	72			
Additional ITS/Annunciators for Growth Buses	270	86	127	57	-	-	-
Automated Q-strait	360	115	169	76	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,922	615	902	405	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	125	125	-	-	-	-	-
Sub-total	8,073	125	-	-	7,948	-	-
							-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>21,530</b>	<b>5,036</b>	<b>5,793</b>	<b>2,603</b>	<b>8,099</b>	<b>-</b>	<b>-</b>

2023 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	3,600	1,152	1,689	759	-	-	-
Conventional Bus Expansion	5,680	1,818	2,665	1,197	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	9,480	3,034	4,448	1,998	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	25,000	-	-	-	-	25,000	-
Sub-total	25,000	-	-	-	-	25,000	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	224	72	105	47			
Additional Fareboxes/Radios For Growth Buses	304	97	143	64			
Additional ITS/Annunciators for Growth Buses	240	77	113	51	-	-	-
Automated Q-strait	320	102	150	67	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,786	572	838	377	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	105	105	-	-	-	-	-
Sub-total	8,053	105	-	-	7,948	-	-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>45,430</b>	<b>4,670</b>	<b>5,286</b>	<b>2,375</b>	<b>8,099</b>	<b>25,000</b>	<b>-</b>

2024 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	3,000	960	1,408	632	-	-	-
Conventional Bus Expansion	4,544	1,454	2,132	958	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	7,744	2,478	3,633	1,632	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	182	58	85	38			
Additional Fareboxes/Radios For Growth Buses	247	79	116	52			
Additional ITS/Annunciators for Growth Buses	195	62	91	41	-	-	-
Automated Q-strait	260	83	122	55	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,582	506	742	334	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	35	35	-	-	-	-	-
Sub-total	7,983	35	-	-	7,948	-	-
							-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	25	25	-	-	-	-	-
Sub-total	25	25	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>18,445</b>	<b>4,004</b>	<b>4,376</b>	<b>1,966</b>	<b>8,099</b>	<b>-</b>	<b>-</b>



2025 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	3,600	1,152	1,689	759	-	-	-
Conventional Bus Expansion	3,976	1,272	1,866	838	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	7,776	2,488	3,648	1,639	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	182	58	85	38			
Additional Fareboxes/Radios For Growth Buses	247	79	116	52			
Additional ITS/Annunciators for Growth Buses	195	62	91	41	-	-	-
Automated Q-strait	260	83	122	55	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,582	506	742	334	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	185	185	-	-	-	-	-
Sub-total	8,133	185	-	-	7,948	-	-
							-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decomn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>18,602</b>	<b>4,140</b>	<b>4,391</b>	<b>1,973</b>	<b>8,099</b>	<b>-</b>	<b>-</b>

2026 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	3,600	1,152	1,689	759	-	-	-
Conventional Bus Expansion	5,680	1,818	2,665	1,197	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	9,480	3,034	4,448	1,998	-	-	-
<b>FACILITIES:</b>							-
New Indoor Bus Storage/Service Facility	-	-	-	-	-	-	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	224	72	105	47			
Additional Fareboxes/Radios For Growth Buses	304	97	143	64			
Additional ITS/Annunciators for Growth Buses	240	77	113	51	-	-	-
Automated Q-strait	320	102	150	67	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,786	572	838	377	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	110	110	-	-	-	-	-
Sub-total	8,058	110	-	-	7,948	-	-
							-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>20,435</b>	<b>4,675</b>	<b>5,286</b>	<b>2,375</b>	<b>8,099</b>	<b>-</b>	<b>-</b>

2027 Transit Capital Program - \$ 000's							
Project Description	Gross Cost	FINANCING					
		Property Taxes	Development Charges Residential	Development Charges Non Res	Ontario Gas Tax Revenue	Debentures	Other Funding
<b>GROWTH RELATED CAPITAL</b>							
<b>BUSES:</b>							
Conventional Bus Expansion BRT	3,600	1,152	1,689	759	-	-	-
Conventional Bus Expansion	3,976	1,272	1,866	838	-	-	-
Specialized Mini Bus Expansion	200	64	94	42	-	-	-
Non Revenue Service Vehicle	-	-	-	-	-	-	-
Sub-total	7,776	2,488	3,648	1,639	-	-	-
<b>FACILITIES:</b>							
New Indoor Bus Storage/Service Facility	37,300	-	-	-	-	37,300	-
New Facility in Seaton Phase 1	-	-	-	-	-	-	-
Sub-total	37,300	-	-	-	-	37,300	-
<b>SYSTEMS IMPROVEMENT:</b>							
Hard Surface Stops	380	122	178	80			
Shelters	59	19	27	12			
Additional PRESTO for Growth Buses	182	58	85	38			
Additional Fareboxes/Radios For Growth Buses	247	79	116	52			
Additional ITS/Annunciators for Growth Buses	195	62	91	41	-	-	-
Automated Q-strait	260	83	122	55	-	-	-
Additional PRESTO for Specialized Buses	2	1	1	0	-	-	-
Trapeze for Specialized Buses	8	3	4	2	-	-	-
Smart Technology Upgrades	250	80	117	53	-	-	-
Sub-total	1,582	506	742	334	-	-	-
<b>REPLACEMENT / REHABILITATION CAPITAL</b>							
<b>BUSES:</b>							
New Conventional Bus Replacement	6,248	-	-	-	6,248	-	-
Specialized Mini Bus Replacement	800	-	-	-	800	-	-
Refurbishing of Buses (Power Train)	900	-	-	-	900	-	-
Service Vehicle Replacement	145	145	-	-	-	-	-
Sub-total	8,093	145	-	-	7,948	-	-
<b>FACILITIES:</b>							
Works	-	-					
Raleigh Office Area Demolition and Rebuild	-	-					
Maintenance Shop Equipment	-	-	-	-	-	-	-
Sub-total	-	-	-	-	-	-	-
<b>SYSTEMS IMPROVEMENT:</b>							
PRESTO/INIT MACD- Decommn/install	151	-	-	-	151	-	-
PRESTO Equipment Refresh/Upgrade	-	-	-	-	-	-	-
Bus Stop Infrastructure Requirements	960	960			-		
Radio Transition (New Arrangement NextGen)	-	-	-	-	-	-	-
Advanced Fuel Mgt System	-	-	-	-	-	-	-
Supervisor Vehicle GPS	-	-	-	-	-	-	-
Sub-total	1,111	960	-	-	151	-	-
<b>TOTAL</b>	<b>55,862</b>	<b>4,100</b>	<b>4,391</b>	<b>1,973</b>	<b>8,099</b>	<b>37,300</b>	<b>-</b>

# APPENDIX #6

**Shelter and Accessible Pad Installations**

- In 2018, DRT proposes to install:
  - 49 accessible concrete pads; and,
  - bus shelters at 49 new locations in the system
- Accessible pad locations have been prioritized according to the level of passenger activity at stops (boardings and alightings combined) such that the busier stops are made accessible sooner, subject to property availability.
- The proposed transit shelter locations have been prioritized according to the level of boardings at stops, subject to property availability and approval by Regional Traffic.

## 2018 Proposed Shelter Sites

Municipality	Stop ID	Stop Name
Ajax	2164	HARWOOD @ ROSSLAND n ns
Ajax	2169	ROSSLAND @ WESTNEY e fs
Ajax	2286	WESTNEY @ MAGILL n ns
Ajax	2574	FAIRALL @ WESTNEY e fs
Ajax	2729	TAUNTON @ HARWOOD e ns
Ajax	3048	PICKERING BEACH @ BAYLY n ns
Ajax	3294	ROSSLAND @ SEGGER w ns
Ajax	93143	ROSSLAND @ WESTNEY w fs
Brock	2532	CAMERON @ QUEEN e fs
Brock	2534	CAMERON @ COUNTRY LANE w ns
Brock	2537	SIMCOE @ JOHN e fs
Clarington	3293	KING @ SIMPSON e ns
Clarington	3345	BASELINE @ MARTIN w ns
Clarington	3347	CLARINGTON @ STEVENS s nsmb
Clarington	93337	NASH @ TOWNLINE w ns
Oshawa	550	THORNTON @ ROSSLAND n ns
Oshawa	663	CENTRE S @ GIBB ST s ns
Oshawa	679	SIMCOE @ ADELAIDE n ns
Oshawa	686	SIMCOE @ SUNSET n nsx
Oshawa	706	SIMCOE @ NIAGARA s fs
Oshawa	707	SIMCOE @ NIAGARA s fs
Oshawa	710	SIMCOE ST @ CAYUGA A s ns
Oshawa	710	SIMCOE @ CAYUGA s ns
Oshawa	711	SIMCOE @ TAUNTON s ns (move to SIMCOE @ TAUNTON s fs)
Oshawa	711	SIMCOE @ TAUNTON s ns (move to TAUNTON @ SIMCOE w fs)
Oshawa	740	MARGATE @ FLEETWOOD w ns
Oshawa	827	TAUNTON @ NAPLES S w ns
Oshawa	892	RITSON @ ORMOND n ns
Oshawa	988	CEDAR @ KILLARNEY n nsx
Oshawa	1030	RITSON @ MADAWASKA n nsx
Oshawa	1163	BOND ST @ RITSON w fs
Oshawa	2712	SIMCOE @ CONLIN n ns
Oshawa	3127	BRITANNIA @ STEEPLCHASE e fs
Oshawa	3262	DEAN @ WILSON w fs
Oshawa	92003	RITSON @ CONANT n fsmb
Oshawa	93103	ATHOL @ CHARLES e ns
Oshawa	93178	SIMCOE ST @ ATHOL n ns
Oshawa	93183	DEAN @ NORMANDY w ns
Oshawa	93348	GRANDVIEW @ WESLEY w ns
Oshawa	93464	WENTWORTH @ THORNTON e ns
Oshawa	93464	WENTWORTH @ THORNTON w fs
Pickering	1615	KINGSTON @ STEEPLE HILL w ns
Pickering	1731	LIVERPOOL @ GLENANNA n nsmb
Pickering	1743	WHITES @ SHEPPARD n ns
Pickering	1856	MAJOR OAKS @ GREENMOUNT s fs
Whitby	211	BROCK ST @ DUNDAS S s ns
Whitby	3409	DRYDEN @ THICKSON w ns
Whitby	3416	GARRARD @ DUNDAS n fs
Whitby	3421	DRYDEN @ WALLER w ns

Note: Subject to final selection and Traffic approval

### Stop Naming Convention

<ON STREET> @ <AT STREET> <Direction of travel> <position relative to AT STREET>

### Direction of travel

n - northbound, ne - northeast, nw - northwest

e - eastbound

w - westbound

s - southbound, se - southeast, sw - southwest

### Position relative to AT STREET

ns - nearside, nsx - nearside cross-street

fs - farside, fsx - farside cross-street

fsmb - farside midblock, fsmx - farside midblock cross-street

nsmb - nearside midblock, nsmx - nearside midblock cross-street

## 2018 Proposed Hard Surfacing

Municipality	Stop ID	Stop Name
Ajax	2092	PICKERING BEACH @ ROLLO n ns
Ajax	3007	DELANEY @ STRICKLAND w ns
Ajax	3011	ROTHERGLEN @ KINGSTON s ns
Ajax	3014	RAVENSCROFT @ DANIELS n ns
Ajax	3022	MAGILL @ SULLIVAN e ns
Ajax	3026	KERRISON @ HARWOOD e fsmb
Ajax	3033	RUSHWORTH @ ROSSLAND s nsmb
Ajax	3034	RUSHWORTH @ SOLOWAY s ns
Ajax	3053	SALEM @ BAYLY s ns
Ajax	3054	PICKERING BEACH @ GREENHALF s nsmb
Ajax	3057	PICKERING BEACH @ FOORD s ns
Ajax	3064	AUDLEY @ HOLLOWAY s fsx
Ajax	3073	WESTNEY @ CLEMENTS s ns
Ajax	3074	LAKE DRIVEWAY @ WALKER w ns
Ajax	3231	HARWOOD @ DREYER n ns
Ajax	3252	WILLIAMSON @ MONTEBELLO w ns
Ajax	3302	ROSSLAND @ WOODCOCK e nsx
Ajax	3322	WESTNEY @ KINGSTON s fs
Ajax	93491	AUDLEY @ CRELLIN n ns
Ajax	3067	ASHBURY @ SHOAL POINT w ns
Ajax	3083	HARWOOD @ WINDEBANKS s ns
Bowmanville	3346	GREEN @ HIGHWAY 2 n nsmb
Brock	3193	ALBERT @ JONES s fs
Oshawa	3115	RITSON @ 206 RITSON s fs
Oshawa	3116	RITSON @ 205 RITSON n ns
Oshawa	3117	RITSON @ BOND s ns
Oshawa	3125	WILSON @ HILLCROFT s ns
Oshawa	3128	BRITANNIA @ BRIDLE e ns
Oshawa	3263	DEAN @ SEDAN n ns
Oshawa	3306	WILSON @ BOND s ns
Oshawa	3341	WILSON @ TERRACE n fs
Oshawa	3342	WILSON @ TERRACE s ns
Oshawa	3353	ROBERT @ MARY e ns
Oshawa	3354	MARY @ DARCY s ns
Oshawa	3356	MARY @ ROSSLAND n ns
Oshawa	3357	MARY @ DARCY n ns
Pickering	1787	KINGSTON @ VALLEY FARM e fs
Pickering	3002	WATERFORD @ SENATOR e nsx
Pickering	93422	ALTONA @ PINE GROVE n fs
Pickering	93450	PICKERING PARKWAY @ LIVERPOOL w ns

## 2018 Proposed Hard Surfacing

Municipality	Stop ID	Stop Name
Scugog	3506	462 PAXTON (LAKERIDGE HEALTH PORT PERRY)
Uxbridge	3207	BROCK ST. @ SOUTH CEDAR e ns
Uxbridge	3334	MAIN @ BROCK s nsmb
Whitby	181	BROCK ST @ KENNETH HOBBS n ns
Whitby	497	WINCHESTER @ ANDERSON e fs
Whitby	535	BALDWIN @ ROYBROOK s nsx
Whitby	3411	THICKSON @ ROSSLAND s fs
Whitby	3420	DRYDEN @ BAKERVILLE w ns
Whitby	3103	PORTAGE TRAIL @ SEABOARD GATE w ns

Note: Subject to final selection and Traffic approval

### Stop Naming Convention

<ON STREET> @ <AT STREET> <Direction of travel> <position relative to AT STREET>

### Direction of travel

n - northbound, ne - northeast, nw - northwest  
e - eastbound  
w - westbound  
s - southbound, se - southeast, sw - southwest

### Postion relative to AT STREET

ns - nearside, nsx - nearside cross-street  
fs - farside, fsx - farside cross-street  
fsmb - farside midblock, fsmx - farside midblock cross-street  
nsmb - nearside midblock, nsmx - nearside midblock cross-street





# APPENDIX #7

## **Specialized Services**

### **Background**

DRT Specialized Services provides a demand-responsive transit service that has no fixed routes or schedules. Specialized Services is a shared trip service, meaning that passengers are not generally taken directly from origin to destination. Rather, there are typically multiple passengers onboard the same vehicle which makes multiple pick-up and drop-off stops. A reservation process is used to book and schedule passenger trips.

DRT Specialized Services is delivered using a combination of internal resources and contracted taxi services. Approximately 62 per cent of trips are delivered using internal DRT vans, with 38 per cent of trips delivered through contracted taxi sedans and accessible vans.

The foundation of the DRT Specialized Services scheduling model is “subscription trips”. Subscription trips are trips required by customers that are typically frequent and recurring according to a consistent pattern. They generally include, but are not limited to, dialysis appointments and participation in programs provided by various community organizations (e.g. ARC Industries, Community Living). Subscriptions account for approximately 70 per cent of all trips, and these trips are generally assigned to DRT vehicles strategically to transport multiple passengers to the same location in a single vehicle.

Trips that are not subscription trips are classified as casual bookings. Customers are required to book these individual trips with a dispatcher or reservationist within a booking window of up to seven-days in advance of the intended day of travel. . During peak periods, there is limited capacity for casual bookings because the system is at or close to capacity with subscription bookings. Casual trips are usually accommodated outside the peak periods or when capacity becomes available due to cancellation of a subscription trip.

### **Service Delivery Model**

DRT works closely with peer transit agencies, both within the GTHA and as part of the recent review of the Accessibility of Ontarians with Disabilities Act (AODA) Transportation Standards, to ensure specialized services policies and processes comply with Ontario Regulation 191/11 Integrated Accessibility Standards (IAS), and with industry best practices.

DRT’s Specialized Services integrated service delivery model has increased the available capacity of Specialized Services by shifting portions of trips to conventional transit services.

DRT Specialized Services regularly integrates trips with DRT conventional buses, the GO Train and GO Bus, York Region conventional and specialized vehicles, and Wheel Trans.

Passengers unable to safely and independently use public transit may require additional support or assistance, which could include a support person/ attendant. When provided, a support person/attendant generally removes barriers to public transit and, where appropriate, conventional services may become a viable option for many customers.

Specialized Services schedule the most cost-effective trip solution while being sensitive to the abilities of the customer. There are three key factors considered when scheduling an integrated trip:

- 1) Connections with conventional services take place at hub stops throughout the route network where Specialized Services customers transfer between specialized services vehicles (DRT van or contracted taxi) and conventional buses.

Hub stop characteristics include:

- i. Appropriate pad or landing to support mobility device
  - ii. Shelter that includes a bench
  - iii. Specialized vehicles can safely board and alight customers
- 2) Coordinated trip planning through Specialized Dispatch considering integration of conventional and specialized services to meet trip requirements of customers.
- 3) Enhanced communication processes between specialized and conventional services to ensure reliability of integrated trips.

### **Accessibility for Ontarians with Disabilities Act, 2005, Integrated Accessibility Standards, Ont Reg. 191/11**

To comply with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA), DRT has implemented a number of measures that have improved accessibility for persons with disabilities.

The purpose of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) is to achieve full accessibility by 2025 for citizens with disabilities with respect to goods, services, facilities, accommodations, employment, buildings, structures and premises by developing, implementing and enforcing accessibility standards.

The Integrated Accessibility Standards (IAS) became law in June 2011. The IAS includes the Transportation Standards and applies to organizations providing various forms of transportation under provincial jurisdiction.

The long-term objective of the regulation is to make passenger transportation conveyance and services under provincial and municipal jurisdictions in Ontario fully accessible for persons with disabilities.

DRT estimates that since 2010, previously approved capital budgets have included over \$13.3 million in capital costs related to meeting IAS Transportation Standards.

Equity is key in delivering public transit services for passengers, and one person should not be advantaged over another person. Public transit services apply equally to all customers, regardless of the trip purpose, origin or destination, or type of booking (templated or casual). The IAS established standards for physical (grab bars, designated mobility aid locations, visual and auditory next stop announcements) and administrative (eligibility categories, no fare charged for a support person, hours of service, fare parity) requirements for all providers of public transit, including Specialized Services.

Metrolinx recently developed and piloted a PRESTO Fare Card solution for Specialized Service providers. The PRESTO solution will enable Specialized Services customers to transfer seamlessly between conventional and specialized services when using a PRESTO card.

DRT Specialized Services is currently field testing PRESTO and will deploy PRESTO devices on DRT Specialized Services vehicles during the second quarter of 2018. These devices were funded from previously approved budgets. Specialized Services will purchase an additional 41 devices in 2018 to fully implement PRESTO throughout the DRT network. These additional devices will be assigned to contracted taxi service providers so that all DRT customers can access the PRESTO fare system.

### **Scheduling Efficiencies & Enhancing the Customer Experience**

Scheduling of integrated and on-demand trips is currently completed manually by a Specialized Services Dispatcher. A Dispatcher can spend between 10 to 40 minutes scheduling an integrated or on-demand trip. When using the telephone to book a trip, customers usually stay on the phone with the Dispatcher to ensure the details of the trip(s) are assembled and scheduled.

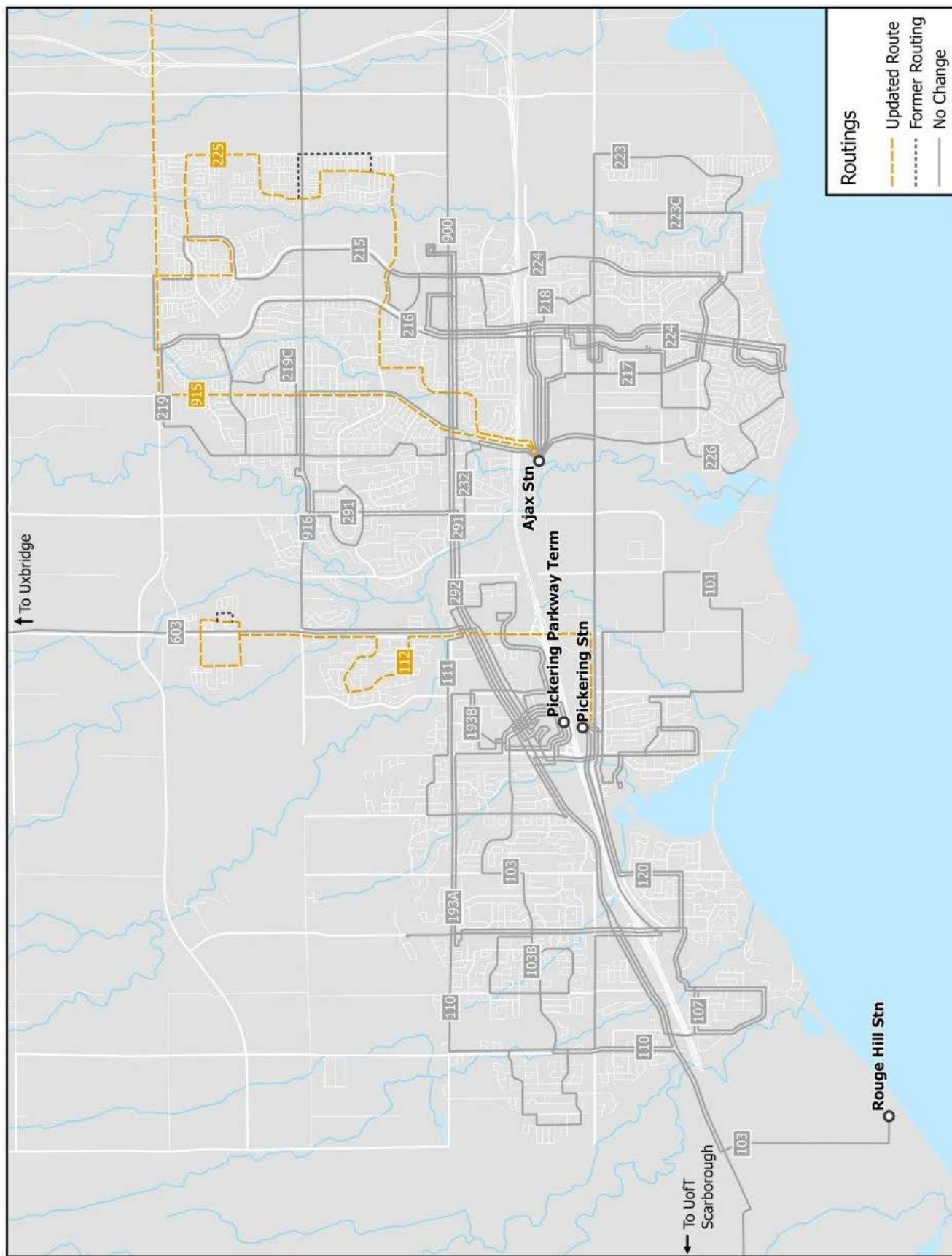
Through 2017, approximately 50 per cent of all new applicants qualify for integrated trips. As the number of integrated trips increases and with the implementation of on-demand services, Specialized Services require enhancements to the scheduling system.

In 2018 Specialized Services will implement a scheduling solution to automate integrated and on-demand trip bookings. The Specialized Services system provider, Trapeze, will upgrade the current version of the scheduling system to integrated conventional service schedules with Trapeze schedules and automate the trip planning process. In addition to realizing booking and scheduling efficiencies for customers and staff, the enhancement will enable DRT to investigate mobile solutions to provide real-time service information for Specialized Services customers.

Specialized Services will also upgrade PASS WEB, the on-line trip booking system, to enable customers to automatically schedule and manage trips. DRT installed the original version of PASS WEB in 2014. PASS WEB Responsive is the third version of the Trapeze on-line booking system that offers customers accessibility enhancements, improved functionality and the ability to automatically schedule integrated trips.

# APPENDIX #8

## 2018 Proposed New and Revised Route Changes West Durham

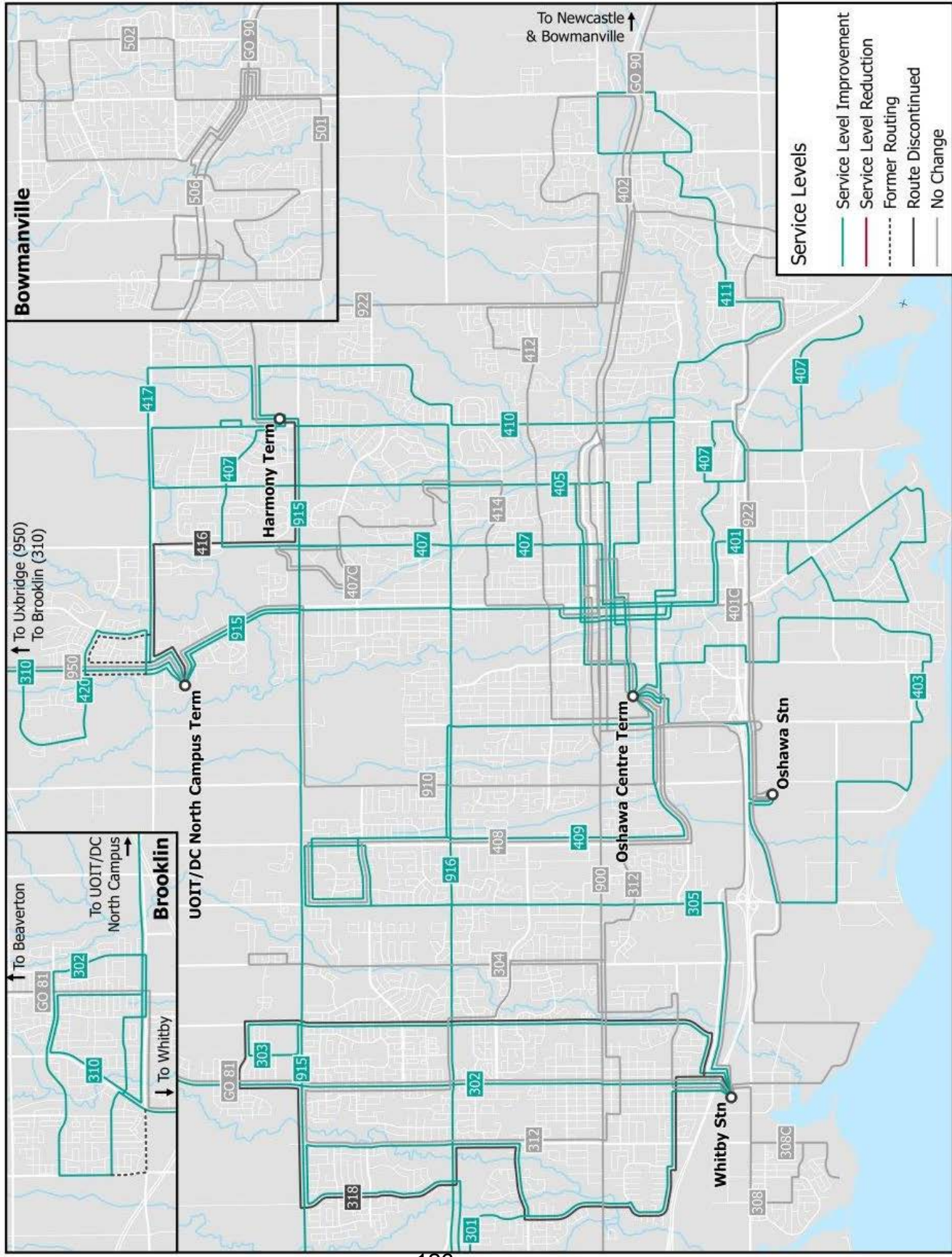




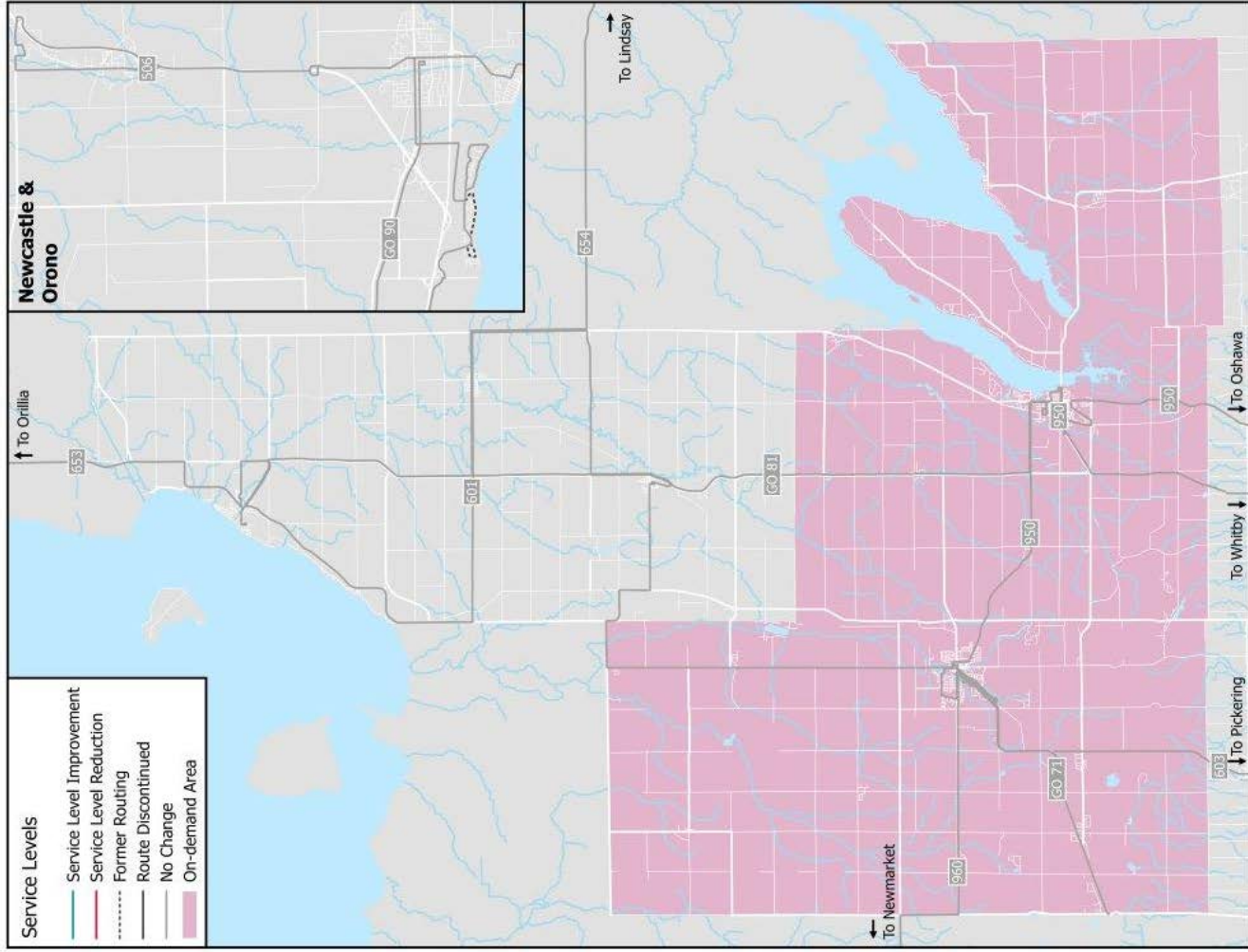
The map displays the Oshawa Transit network with various route types: Updated Route (solid yellow line), Former Routing (dashed yellow line), Route Discontinued (solid grey line), and No Change (dashed grey line). Key locations include Bowmanville, Oshawa Centre Term, Oshawa Stn, and Whitby Stn. Major roads like GO 90, GO 81, and GO 90 are labeled. The map also shows connections to Uxbridge (950), Brooklin (310), and Whitby (310). A legend in the top right corner defines the route types.



# 2018 Proposed Service Level Changes East Durham

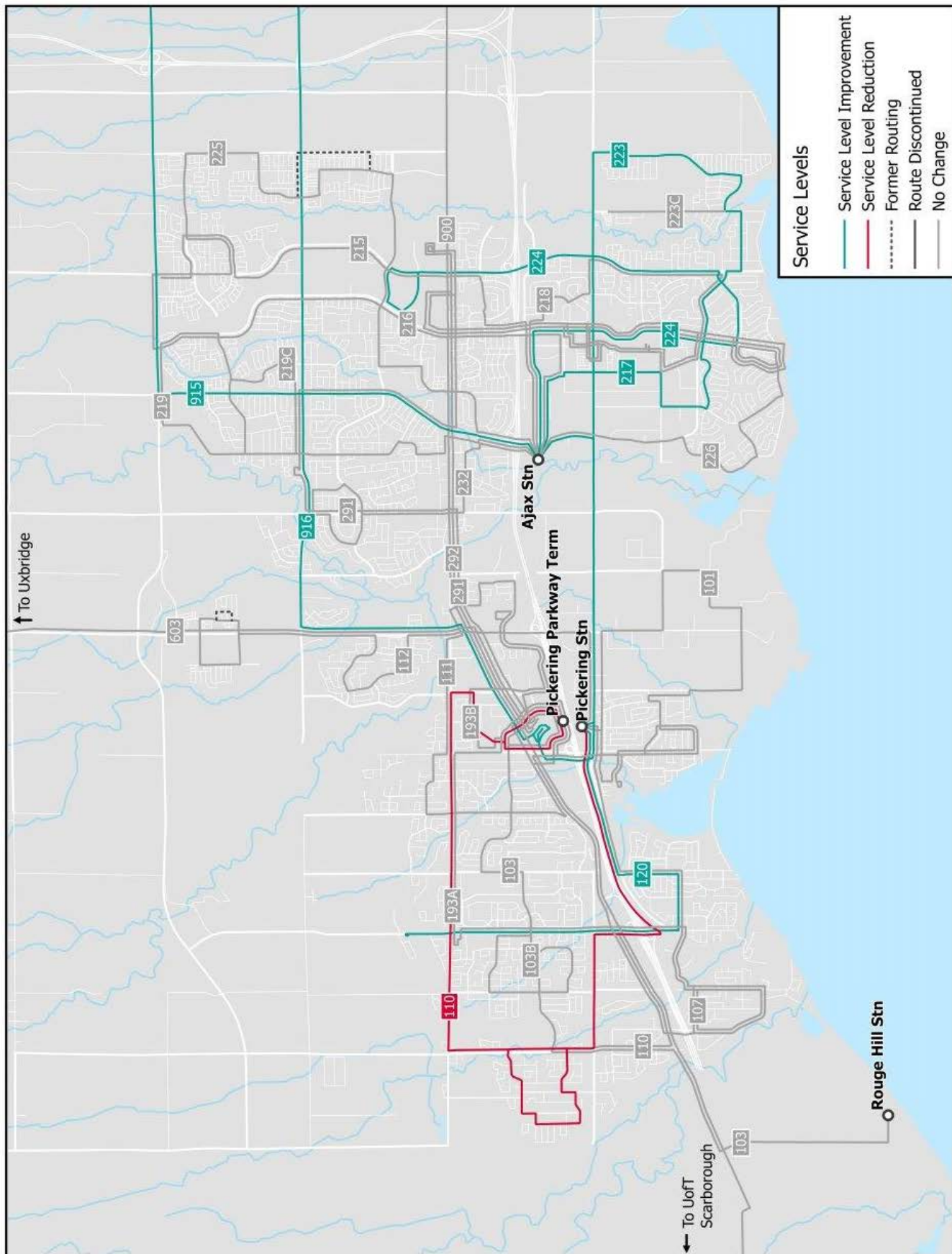


# 2018 Proposed Service Level Changes Durham North





# 2018 Proposed Service Level Changes Durham North





## The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: G.H. Cubitt, Chief Administrative Officer  
Report: #2018-COW-14  
Date: February 7, 2018

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**Subject:**

The Regional Municipality of Durham's Accessibility Advisory Committee's (AAC) 2018 Workplan

---

**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

That the 2018 Accessibility Advisory Committee's workplan as outlined in Attachment 1 to Report #2018-COW-14 be approved

---

**Report:**

**1. Purpose**

- 1.1 The Terms of Reference (ToR) for the Accessibility Advisory Committee (AAC) requires the submission of a workplan for the coming year. This report presents the 2018 AAC work plan for Committee of the Whole and Regional Council approval.

**2. Workplan**

- 2.1 The 2018 workplan (please see Attachment 1) outlines activities which are related to the mandate and scope of activities of the committee as set out in the ToR. These activities are grouped into six broad categories.
- Input into, and review of, the annual Accessibility Plan and Report
  - Facilities and site plan review
  - Subcommittees
  - Education and development
  - Communications
  - Community outreach – awards program

**3. Conclusion**

- 3.1 The workplan will serve as the tool for guiding the committee's activities during 2018 and as a valuable basis for providing advice to the Region on accessibility related matters.

**4. Attachments**

Attachment #1: AAC 2018 Workplan

Recommended for Presentation to Committee

Original signed by

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Garry H. Cubitt, M.S.W  
Chief Administrative Officer

If this information is required in an accessible format please contact

1-800-372-1102 extension 2009

### Accessibility Advisory Committee Annual Work Plan 2018

Activity	Start Date	Projected Completion Date
Provide advice and review Accessibility Report	November 2018	December 2018
Facilities and site plan review	Underway	As needed
Subcommittees		
<ul style="list-style-type: none"> <li>• Site Plan Review</li> <li>• Traffic/roads</li> <li>• Awards</li> <li>• Education</li> <li>• Transit</li> <li>• Local Diversity &amp; Immigration Council</li> <li>• Ad hoc as needed</li> </ul>	Current Current Current Current Current Current Current	Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing
Education development		
<ul style="list-style-type: none"> <li>• Councillors and staff (AODA Standards)</li> <li>• Committee Members (presentations by different ability groups)</li> <li>• IAR (presentations by staff)</li> </ul>	Current Current Current	Ongoing Ongoing Ongoing
Communications		
<ul style="list-style-type: none"> <li>• Regional Council (via minutes of meetings)</li> <li>• Staff (e.g. newsletter)</li> <li>• Community (e.g., newspaper articles)</li> <li>• Other AACs</li> <li>• Chairs of all AACs</li> <li>• Communication Support</li> </ul>	Underway – Monthly Periodic As appropriate Annual Quarterly As appropriate	Ongoing Ongoing Ongoing Ongoing Ongoing Ongoing
Community outreach		
<ul style="list-style-type: none"> <li>• Awards Program</li> </ul>	Current	December 2018



## The Regional Municipality of Durham Information Report

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From: Chief Administrative Officer  
Report: #2018-COW-15  
Date: February 7, 2018

---

### **Subject:**

The Regional Municipality of Durham's Accessibility Advisory Committee's 2017 Annual report

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### **Recommendation:**

THAT the Committee of the Whole recommends to Regional Council that report 2018-COW-15 be received for information

---

### **Report:**

#### **1. Purpose**

- 1.1 The purpose of this report is to present the Accessibility Advisory Committee's (AAC) 2017 Annual Report to the Committee of the Whole and Regional Council.

#### **2. Background**

- 2.1 In June 2005, the Ontario Legislature passed the Accessibility for Ontarians with Disabilities Act, 2005, (AODA). The AODA builds on the previous Ontarians with Disabilities Act, 2001, (ODA) and both acts are still in effect.
- 2.2 Municipalities are required to have AACs which advise Council on the following:
- a. Provide advice on the preparation of accessibility reports and plans required under the AODA.
  - b. Advise Council on the requirements and implementation of accessibility standards.
  - c. Review site plans and drawings for buildings and facilities.
- 2.3 In addition, as outlined in the Terms of Reference (ToR) the AAC is also active in the following areas:
- a. Committee education
  - b. Communication and outreach

- 2.4 The ToR also requires that the Office of the Chief Administrative Officer prepares an annual report to Committee and Council.

### **3. Durham Region's Accessibility Advisory Committee**

- 3.1 Legislation stipulates that Accessibility Advisory Committees must ensure that a majority of its members are persons with disabilities. Three new members became part of the AAC in the past year to bring us up to full membership for 2017, with 11 members, including a Regional councillor.
- 3.2 An AAC Workplan is developed annually which outlines the scope and activities of the AAC. (See Attachment 1 to Report #2018-COW-14). The work plan includes necessary activities for meeting requirements of both the ODA and the AODA.

### **4. 2017 Achievements**

#### **4.1 Subcommittees**

- a. An Annual Joint Forum was held in September with attendance from most of the local AACs. Tracy Schmitt, Paralympian and four way amputee, was our keynote speaker. The Region's AAC presented Accessibility Awards at this event. These awards acknowledge persons/businesses/organizations that have made considerable effort to incorporate accessibility into their operations. Nominations are sought from each of the eight area municipalities. In 2017 awards were presented to:
- Ajax – Heather Steeves has been an active member of the Ajax Accessibility Advisory Committee for six years. She also volunteers at the Pickering Ribfest, Delta Bingo and Julie Payette French Immersion public School. She also has been a member of the Ajax Legion and Rotary Club. She continues to look for opportunities to increase her knowledge on accessibility and share her experiences.
  - Brock – The Sunderland Lions Club is very active in their community and believes in making their community better for all to enjoy. One of their latest initiatives was to have a wonderful new one kilometre, four season, paved walking trail built in the heart of downtown Sunderland. People of all ages and abilities can now enjoy walking, running or jogging along this accessible trail.
  - Clarington – Walsh's SNUG pub in downtown Newcastle has demonstrated a commitment to providing their services in a way that is accessible to everyone. The owners, John and Leslie Walsh recently added an accessible entrance and washroom. They will continue their dedication by adding other features in their pub in the coming year which takes accessibility into account.
  - Oshawa – Derek Giberson served six years on the Oshawa Accessibility Advisory Committee. He was also elected as the Chairperson of the Cultural Leadership Council where he continues to promote inclusiveness



for the Arts Community within Oshawa. Derek has spearheaded events to raise funds for the Back Door Mission which goes towards the Relief of Poverty.

- Pickering – The Pickering Soccer Club has been dedicated for the past 10 years to increase opportunities for children and youth with disabilities to participate in soccer and become coaches and/or volunteers. Through valuable partnerships with subject matter experts from different sectors, they have co-developed exciting new training modules, hosted informative symposiums and supported other clubs and sports to develop accessible programs.
  - Scugog – The Port Perry Smokehouse owners, Adam and Lisa, believe in continuous improvements to how they deliver customer service. Large print and braille menus were created for customers as well as making their website more accessible. One customer told staff that they were able to order their dinner for the first time on their own using the braille menu.
  - Uxbridge – Axis Chiropractic is located in the heart of Uxbridge. The Uxbridge AAC believes this business has shown accessibility leadership in the community. They have demonstrated their commitment to accessibility as they moved to a more accessible location. The health professionals are dedicated to helping people of all abilities achieve their health goals.
  - Whitby – Stephanie Smith, owner of Haircut Housecalls, provides customer service that goes over and above. She provides haircutting services to persons who are not able or have difficulty leaving their home. Providing this service allows persons with disabilities and seniors to continue to have the independence to access personal services from the comfort and security of their home.
- b. Transit – Two AAC members sit on the Transit Advisory Committee and provide input on behalf of the AAC. In addition, they ensure that the AAC members are apprised of all relevant information.

#### 4.2 Education – informative presentations were made to the AAC by:

- a. Ray Smith, Coordinator, Advocacy & Stakeholder Engagement, Canadian National Institute for the Blind (CNIB), Toronto, discussed advocacy initiatives that the CNIB is involved in and their new strategic plan, The Path to Change.
- b. L. Hatch and D. D'Aliesio from Durham Region Transit (DRT), provided information and examples of bus stop signage. DRT is doing an overhaul of their bus stops and bus stop signage. The AAC members gave feedback to assist them with this project
- c. Thea Kurdi, Accessibility and Universal Design Specialist, spoke about Living in Place and Accessibility in Housing. Seniors are considering whether they should age in place or move and she explained that Universal Design takes into account building for people with all different types of abilities, young to old.

- d. Paula Patterson, is a Vocational Counsellor at Making Employment Transition Attainable (META), Vocational Services. META is a Canadian charitable organization that provides a range of free personalized career and employment planning services and programs.
- e. S. Hardman, Policy and Research Advisor, Office of the CAO, Region of Durham, presented on Durham's Age-Friendly Strategy. The purpose of the Age-Friendly Strategy is to provide a healthy quality of life to the aging population.
- f. A. Labriola, Eligibility Coordinator, Transit Specialized Services, Durham Region Transit spoke to the committee about her role in Specialized Services which is to assess and evaluate all applications received to ensure applicants receive the most appropriate service.
- g. Samantha Walsh and Leanne Larmondin, Direct Funding Program – Self Managed Attendant Services in Ontario, gave a presentation on this program which enables adults with physical disabilities to become employers of their own attendants.
- h. D. Beaton, Commissioner of Corporate Services and K. Mayfield, President, eSolutions, gave an overview of the new Regional website redesign. The AAC members were given the opportunity to preview access and test the new website and provide feedback.
- i. J. Soohoo, eSolutions, gathered feedback on the new website from the AAC members. The Committee completed a hands-on exercise that required them to access information from the website and provide feedback during the exercise.

#### 4.3 Communications

- a. Accessibility articles are included in The Citizen newsletter to broaden awareness to the community about accessibility.
- b. Regular accessibility articles appear in staff newsletters.

#### 4.4 Community outreach/advocacy

- a. During National Access Awareness Week AAC members staffed a display in the Galleria at Regional Headquarters highlighting various accessible Regional services. Durham Mental Health Services (DMHS) presented a lunch and learn for staff. Programs offered by DMHS were outlined. A person shared her lived experience with mental health. She is enrolled in their Voices Against Stigma Everywhere (VASE) program. The second speaker for the week was John Draper – from Together We Rock, who presented at a lunch & learn about how and why he started this company. Together We Rock's mission is to inspire learning and champion leadership to create accessible and inclusive communities.
- b. AAC members attended the Metrolinx accessibility public meeting at the Abilities Centre.

## **5. Conclusion**

- 5.1 The AAC will continue to meet legislative obligations of both ODA and AODA. Activities and consultation with staff will be important elements of their work. Their expertise, experience and dedication are of great value to the accessibility work undertaken at the Region of Durham. Advice given to Regional Council and staff will continue to be an integral piece to the Region's identification, removal and prevention of barriers to accessibility.

Respectfully submitted,

Original signed by

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Garry H. Cubitt, M.S.W  
Chief Administrative Officer



## The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Corporate Services  
Report: #2018-COW-22  
Date: February 6, 2018

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**Subject:**

2018 Municipal Elections Compliance Audit Committee

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**Recommendations:**

That the Committee of the Whole recommends the following two recommendations to Regional Council:

- A) That the Regional Clerk be granted delegated authority for the following four duties:
- i) Establish and approve the 2018 Compliance Audit Committee's terms of reference and administrative practices and procedures;
  - ii) Establish membership criteria and qualifications required to ensure a competent Compliance Audit Committee can be formed, consistent with the *Municipal Elections Act, 1996*;
  - iii) Recruit and appoint a roster of individuals eligible to be Compliance Audit Committee members;
  - iv) Call and constitute a Compliance Audit Committee among the roster of appointed eligible members, in keeping with the Committee's terms of reference, and administrative practices and procedures; and
- B) That the 2018 Compliance Audit Committee shall be deemed to be established as required under Section 88.37 of the *Municipal Elections Act, 1996*, once the Regional Clerk approves the Committee's Terms of Reference and the roster of eligible members to sit on the Compliance Audit Committee.
- 

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide delegated authority to the Regional Clerk to establish a Compliance Audit Committee for the 2018 Municipal Election, including working with other participating bodies (Oshawa, Pickering, Whitby and the Durham

District School Board) to recruit and appoint a roster of eligible members and establishing a terms of reference and administrative practices and procedures for the Committee, in accordance with the *Municipal Elections Act, 1996* (the “Act”).

- 1.2 Although the Region’s Compliance Audit Committee would only consider applications or reports related to candidates for the Office of Regional Chair, current Members of Council who seek re-election in the 2018-2022 term of Council may be the subject of an application for a compliance audit with one of the other participating bodies. Therefore to remove any perception of bias and further an arms-length process, it is recommended that Council delegate authority to the Regional Clerk in keeping with the practices of other Greater Toronto Area municipalities.

## **2. Background**

- 2.1 Section 88.37 of the Act requires the Region of Durham to establish a Compliance Audit Committee prior to October 1<sup>st</sup> of a municipal election year. Under the proposed delegated authority, the responsibility of meeting the deadline will fall to the Regional Clerk.
- 2.2 The Regional Clerk, along with the Clerks from the municipalities of Oshawa, Pickering and Whitby, and the Durham District School Board, have formed a partnership in order to recruit and appoint a roster of eligible members for their respective Compliance Audit Committees. Working together will streamline the administrative processes involved with the recruitment and training of members and also allow for a larger pool of eligible members. It may also provide greater opportunities for the members to participate in the compliance audit process and gain valuable experience in this regard.
- 2.3 It is our understanding that the Clerks in the northern municipalities of Brock, Scugog and Uxbridge will establish a joint Compliance Audit Committee, similar to what was done for the 2014 Municipal Election. The Town of Ajax and Municipality of Clarington have/will appoint their own committees.
- 2.4 The Act provides that a Compliance Audit Committee shall consist of between three and seven members and cannot include any employees or officers of the Region of Durham, any members of Regional Council, any candidate in the election for which the Compliance Audit Committee is established, or any persons who are registered third party advertisers in the election for which the committee is established. In accordance with the Act the term of office for the Compliance Audit Committee shall run concurrently with the term of Council.
- 2.5 A Committee of three would be constituted by the appropriate municipality/school board when an application for a compliance audit or a report from the Clerk is received, by selecting available eligible members from the roster. Members will be selected based on availability and with the goal of having varied knowledge and experience on the Committee. As noted earlier, the Region’s Compliance Audit Committee would only consider applications or reports related to candidates for the Office of Regional Chair. Should the Region have the need to constitute a second or subsequent Committee, different members from the roster may be called upon.

2.6 Under the Act, candidates are bound by specific election campaign finance rules and must file provincially prescribed financial statements with the Regional Clerk outlining their campaign finance activities. Section 88.33 (1) of the Act, provides that an eligible elector, who believes on reasonable grounds that a candidate has contravened a provision of the Act relating to election campaign finances, may apply for a compliance audit of the candidate's election campaign finances, even if the candidate has not filed a financial statement under section 88.25. The application must be submitted to the Regional Clerk in writing, include the reasons for the application, and must be made within 90 days after the latest of the following four dates:

- the filing date for financial statements;
- The date the candidate filed a financial statement, if the statement was filed within 30 days after the applicable filing date;
- The candidate's supplementary filing date, if any; or
- The date on which the candidate's extension, if any, expires.

The Committee must consider any applications received within 30 days.

2.7 Recent amendments to the Act allow for compliance audits of registered third party advertisers. Section 88.35 (1) of the Act, provides that an eligible elector who believes on reasonable grounds that a registered third party has contravened a provision of the Act relating to campaign finances, may apply for a compliance audit of the campaign finances of the registered third party, even if the registered third party has not filed a financial statement under Section 88.29. Requests for compliance audits of a third party advertisers campaign finances would be filed with the Clerk of the municipality in which the third party advertiser registered, not the Regional Clerk.

2.8 Further amendments to the Act require the Clerk to prepare reports dealing with apparent campaign contributions in excess of the permitted limits in accordance with sections 88.34 or 88.36 of the Act. Should the Clerk determine that a contributor has exceeded the limits; the Clerk must prepare a report and forward it to the Compliance Audit Committee.

### **3. Roles and Responsibilities**

3.1 The Committee's role include the following five duties:

- Reviewing applications for compliance audits;
- Granting or rejecting applications;
- Appointing an external auditor selected by the Committee (if application granted);
- Commencing legal proceedings if an audit identifies an apparent contravention; and
- Reviewing reports filed by the Clerk (new for 2018 election).

3.2 The Auditor's role include the following three duties:

- Promptly conducting an audit;
- Determining compliance with the Act; and
- Preparing and filing a report.

3.3 The Clerk's role include the following four duties:

- Establishing administrative practices and procedures;
- Supporting the work of the Committee;
- Implementing the Committee's decisions; and
- Reviewing and reporting on individual contributions to candidates (new for 2018 election).

#### **4. Next Steps**

4.1 A selection committee comprised of the Clerk, or designate, from each of the participating bodies will identify qualified candidates to form a roster of individuals eligible to serve on the Committee. The following six criteria shall be assessed:

- Demonstrated knowledge and understanding of municipal elections, including campaign financing rules;
- Proven analytical and decision-making skills;
- Experience working on committees, task forces or similar settings;
- Demonstrated knowledge of quasi-judicial proceedings;
- Availability and willingness to attend meetings; and
- Excellent oral and written communication skills.

4.2 Preference will be given to individuals with experience in accounting, law, law enforcement, municipal elections and academics from related fields. All applicants will be required to complete an application form outlining their qualifications and experience.

4.3 To solicit suitable individuals eligible to be members, advertisements will be posted on the Region's and participating municipalities' webpages, GTA papers, and the Ontario Reports; and various organizations may be contacted, such as the Association of Municipal Clerks and Treasurers of Ontario (AMCTO), the Chartered Professional Accountants of Ontario, and the Society of Ontario Adjudicators and Regulators.

4.4 The Regional Clerk will establish administrative practices and procedures for the Region's Compliance Audit Committee, in consultation with the Region's Corporate Services, Legal Services Division, making best efforts to maintain consistency with those established by the partner municipalities, and will carry out any other duties under the Act.

## 5. Financial Implications

- 5.1 The Region and the participating bodies will share the costs for recruitment advertising, retainers for eligible Committee members, and for training. The Region is required to pay all costs related to the operation and activities should it constitute a Compliance Audit Committee, including any per meeting and mileage payments. It is being proposed by the participating bodies that the retainer for members be \$400 and the per meeting cost be \$350. This is consistent with York Region. The Region is also required to pay the auditor's costs of performing a compliance audit, and the cost of any external legal counsel for the Committee it constitutes. It is not possible to determine with any certainty what the costs could be if a compliance audit is conducted, funds would need to be found at the discretion of the Commissioner of Finance.

## 6. Conclusion

- 6.1 In accordance with Section 88.37 of the Act, this report provides for the Regional Clerk to establish a Compliance Audit Committee, including recruiting and appointing a roster of members and establishing a terms of reference for the Committee in a form and content satisfactory to the Director of Legal Services, in accordance with the Act.
- 6.2 The report also provides for the Regional Clerk to establish and approve administrative practices and procedures for the Compliance Audit Committee, and to carry out any other duties under the Act necessary to implement the Committee's decisions.
- 6.3 Information on the Compliance Audit Committee will be posted on the [durham.ca/elections](http://durham.ca/elections) page.
- 6.4 Any questions regarding this report may be directed to Ralph Walton, Regional Clerk/Director of Legislative Services, 906-668-7711 extension 2100.

Respectfully submitted,

Original signed by

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D. Beaton  
Commissioner of Corporate Services

Recommended for Presentation to Committee

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer





# The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Corporate  
Report: Services #2018-COW-27  
Date: February 6, 2018

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## **Subject:**

Extension of NEXTGEN Communications Interoperability and Radio System User Agreement to Ontario Power Generation

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## **Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That the NextGen Communications Interoperability and Radio System User Agreement be modified and extended to permit Ontario Power Generation to become a user.
  - B) That the Regional Chair and Clerk be authorized to execute any documents which are necessary to include Ontario Power Generation as a user in the NextGen Communications Interoperability and Radio System User Agreement on terms and conditions necessary to include them as a user, subject to the approval of Legal Services.
- 

## **Report:**

### **1. Purpose**

- 1.1 The Purpose of this report is to seek Regional Council approval to extend the NextGen Communications platform to add Ontario Power Generation ("OPG") as a user onto the system and to authorize the Regional Chair and Clerk to execute any agreement or other documents required subject to the approval of Corporate Services – Legal Services.

### **2. Background**

- 2.1 In June 2017 Regional Council approved a form of adhesion agreement which would permit additional users to come onto the NextGen system. The approved adhesion agreement required any new user to "sign" on to the terms and conditions of the existing Communications Interoperability and Radio System Use Agreement which was executed in late 2013 and early 2014 (the "Agreement").

- 2.2 It was believed, at the time, that OPG could be included as an additional user without any modifications to the existing Agreement. However, through the course of negotiations with OPG it has been determined that certain modifications are required in order to account for the fact that OPG, unlike other potential new users, has its own existing agreement with Harris (the Nextgen supplier) and has approximately \$3.3million worth of capital infrastructure that they are bringing to the system which makes them a unique new user.
- 2.3 In an effort to accommodate OPG's unique position, Regional Staff, together with staff from Durham Regional Police Services, have negotiated a modified Adhesion Agreement (attached) which recognizes OPG's unique position and provides necessary modifications to accommodate their entry into the system.
- A) For example, OPG will have a modified obligation in respect of annual system budget in that they will only be paying 50% of the overall post warranty system maintenance from HARRIS and none of the costs associated with Regional Site maintenance. The rationale for this amendment is that OPG will predominantly only use the system as it exists on their own sites and as such it was deemed appropriate that they would have a reduced obligation to the carrying costs of the rest of the sites.
- B) Conversely, OPG will be paying 100% of their share of the management portion as they will have access to and have use of the management services system oversight just like any other user.
- 2.4 In addition to a modified Adhesion Agreement, it is also necessary for the Region to enter into a modified system maintenance agreement with Harris Canada Systems Inc. to account for the maintenance of the infrastructure being brought into the System by OPG (attached). As per the attached modified Adhesion Agreement, all additional costs incurred as a result of the modified system maintenance agreement would be paid 100% by OPG as such costs would be passed through to OPG annually.
- 2.5 It is the position of staff for both the Region and Durham Regional Police Services that the inclusion of OPG onto the network, both as a user and in terms of additional infrastructure, will be a benefit to the Region and DRPS alike. Furthermore, the arrangement as captured in both the attached modified Adhesion Agreement and the Contract Modification No. 2 System Maintenance Agreement, attached hereto as Attachment #2, were reviewed and approved by the NextGen Joint Management Team.
- 2.6 If approved by Regional Council, the Region of Durham will enter into the modified Adhesion Agreement with OPG and will enter into the attached modified system maintenance agreement with Harris Canada Systems Inc.

### **3. Attachments**

Attachment #1: Modified Adhesion Agreement

Attachment #2: Contract Modification #2 System Maintenance Agreement

Respectfully submitted,

Original signed by

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Don Beaton  
Commissioner of Corporate Services

Recommended for Presentation to Committee

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer

## **ATTACHMENT #1**

# **COMMUNICATIONS INTEROPERABILITY AND RADIO SYSTEM USE ADHESION AGREEMENT**

**FOR GOOD AND VALUABLE CONSIDERATION**, the receipt and sufficiency of which are hereby acknowledged, the undersigned hereby covenants and agrees with all persons who are parties to the NextGen Communications Interoperability and Radio System Use Agreement with the Regional Municipality of Durham and Durham Regional Police Service (hereinafter referred to as the “Interoperability Agreement”), as follows:

The undersigned for each party signing below has full power and authority to bind that party and to enter into this Agreement and the Interoperability Agreement.

The undersigned hereby covenants and agrees to comply with all un-amended and applicable provisions of the Interoperability Agreement as fully as if the undersigned had originally been named a party thereto with the exception that the certain amendments to the Interoperability Agreement as captured in Appendix 1 to this Agreement will be deemed incorporated into the Interoperability Agreement.

The undersigned understands and agrees that the Interoperability Agreement shall be deemed to be amended to reflect the fact that the undersigned has become a party to the Interoperability Agreement and in particular the applicable Appendices attached herein or to be attached to the Interoperability Agreement will be deemed to be amended to reflect the addition of the undersigned thereto.

This Agreement shall ensure to the benefit of all parties to this Agreement and be binding upon the undersigned, its administrators, successors and assigns.

**IN WITNESS WHEREOF**, the undersigned has duly executed and delivered this Adhesion Agreement. This Adhesion Agreement becomes effective on the date of the last signature affixed below.

**ONTARIO POWER GENERATION**

Date Signed:

Original signed by

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Original signed by

---

**The Regional Municipality of Durham**

Date Signed:

Original signed by

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R. Anderson, Regional Chair and CEO

Original signed by

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R. Walton, Regional Clerk

**Durham Regional Police Service**

Date Signed:

Original signed by

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Paul Martin, Chief of Police

**The Corporation of the Town Of Ajax**

Date Signed:

Original signed by

\_\_\_\_\_  
Steve Parish, Mayor

Original signed by

\_\_\_\_\_  
Nicole Wellsbury, Clerk

**The Corporation of the Township of Brock**

Date Signed:

Original signed by

\_\_\_\_\_  
John Grant, Mayor

Original signed by

\_\_\_\_\_  
Thom Gettinby, Clerk

**The Corporation of the Municipality of Clarington**

Date Signed:

Original signed by

\_\_\_\_\_  
Adrian Foster, Mayor

Original signed by

\_\_\_\_\_  
Anne Greentree

**The Corporation of the City of Oshawa**

Date Signed:

Original signed by

\_\_\_\_\_  
John Henry, Mayor

Original signed by

\_\_\_\_\_  
Andrew Brouwer, Clerk

**The Corporation of the City of Pickering**

Date Signed:

Original signed by

\_\_\_\_\_  
Dave Ryan, Mayor

Original signed by

\_\_\_\_\_  
Debbie Shields, Clerk

**The Corporation of the Township of Scugog**

Date Signed:

Original signed by

\_\_\_\_\_  
Tom Rowett, Mayor

Original signed by

\_\_\_\_\_  
John Paul Newman, Clerk

**The Corporation of the Township of Uxbridge**

Date Signed:

Original signed by

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Geri Lynn O'Connor, Mayor

Original signed by

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Debbie Leroux, Clerk

**The Corporation of the Town of Whitby**

Date Signed:

Original signed by

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Don Mitchell, Mayor

Original signed by

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Chris Harris, Clerk



## APPENDIX I

The following amendments to the Interoperability Agreement apply to Ontario Power Generation (OPG) as a signed member of the agreement:

1. Amended Section 2 Interpretation and Definitions to include the following defined term:

OPG SYSTEM INFRASTRUCTURE means the essential components of the radio system which are required in order to provide two way radio services throughout the OPG facilities at Darlington and Pickering and shall include radio towers, system repeaters, power amplifiers, power supplies, emergency backup power, supplies at repeater sites and master site(s) and , antenna systems and associated coupling equipment, controllers, network interconnections, backhaul equipment including microwave radios, system master or secondary site(s) along with associated controllers, consoles, network interconnections, servers and switches, but does not include SUBSCRIBER EQUIPMENT.

2. Aside from the areas of ownership and associated operating costs outlined herein the OPG SYSTEM INFRASTRUCTURE is to be considered part of the SYSTEM (2.21) and SYSTEM INFRASTRUCTURE (2.25).
3. Amend Section 2.3 to include the following at the end of the existing definition:

Without limiting the generality of the foregoing, the ANNUAL SYSTEM BUDGET includes three main elements which are:

- Post Warranty Cost of the SYSTEM INFRASTRUCTURE from HARRIS Corporation ("PWC")
- System Management Cost of the SYSTEM INFRASTRUCTURE ("SMC")
- Regional Site Costs

4. Amend Section 4.4 to provide that:

OPG's percentage share of the ANNUAL SYSTEM BUDGET will be the sum of:

- 50% of OPGs calculated share of the PWC based on SUBSCRIBER EQUIPMENT plus
- 100% of OPGs calculated share of the SMC based on SUBSCRIBER EQUIPMENT

OPG would be responsible for no portion of the Regional Site Costs.

5. Amended Section – 5.1 a):

OPG hereby agrees to pay the Regional Municipality of Durham its calculated percentage share of the ANNUAL SYSTEM COST as described in the ANNUAL SYSTEMS BUDGET in one annual instalment that will be invoiced on the 15th of January of each calendar year.

In addition, the ANNUAL SYSTEM BUDGET includes the costs specific to the Post Warranty maintenance agreement between the Region of Durham and Harris Canada Systems Inc. entitled Contract Modification No. 2 System Maintenance Agreement for the OPG SYSTEM INFRASTRUCTURE. These costs will be “passed through” and OPG will be responsible to cover 100% of these costs and will reimburse the Region for such costs which will be included in the annual billing.

6. Amended Section 6.1

The Regional Municipality of Durham will own the SYSTEM.

OPG will own and be responsible for all of the costs associated with the portions of the OPG SYSTEM INFRASTRUCTURE that are installed on OPG owned or leased facilities or installed on the SYSTEM to provide links to the OPG SYSTEM INFRASTRUCTURE.

OPG will be responsible for contracting with the supplier and/or third parties for providing maintenance and support as required to ensure continued operation and 24/7 availability of the OPG SYSTEM INFRASTRUCTURE that are installed on OPG owned or leased facilities.

OPG will be responsible for all costs associated with the above noted maintenance and support in addition to their share of the Annual System costs as set out herein.

7. Amended Section 6.2

The Durham Regional Police Service shall apply for and hold the LICENCE required for the operation of the regional portions of the SYSTEM and each PARTY shall be responsible for the licencing of its SUBSCRIBER EQUIPMENT.

OPG shall apply for and hold the LICENCE required for the operation of the regional portions of the SYSTEM that are installed on OPG owned or leased property.

DRAFT

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

**THIS CONTRACT MODIFICATION No. 2** dated \_\_December 2017 is to the System Maintenance Agreement dated July 26" 2012 (the "System Maintenance Agreement") by and between:

**HARRIS CANADA SYSTEMS INC.**, having business offices at 5-2895 Argentia road, Mississauga, Ontario Canada L5N 8G6, hereinafter referred to as "Seller";

and

**THE REGIONAL MUNICIPALITY OF DURHAM**, with offices at 605 Rossland Road East, Whitby Ontario Canada, LIN 6A3 hereinafter referred to as "Buyer".

The contracting entities will be hereinafter collectively referred to as the "Parties" and separately as the "Party".

WHEREAS, Seller and Buyer entered into the System Maintenance Agreement on July 26, 2012 which obligates each Party to satisfy specific obligations for the sale by Seller and the purchase by Buyer of repair and maintenance services and parts as described therein;

WHEREAS, the parties previously amended the System Maintenance Agreement by change order number 010 dated November 18, 2013 which resulted in a price increase of \$73,632.01 and revised Table 1 of Addendum 1 – Annual Equipment Maintenance Fees of the System Maintenance Agreement by the same amount (Exhibit 1 - Revised Maintenance Fees);

WHEREAS, the parties previously amended the System Maintenance Agreement with Contract Modification No. 1 dated February 19, 2015 to add an additional channel and associated equipment as described in Attachment 1 to Contract Modification No. 1; and

WHEREAS, subsequently the **Buyer** sought to add to the System Maintenance Agreement certain additional radio communication infrastructure equipment procured by Ontario Power Generation under two (2) separate system purchase contracts;

WHEREAS, pursuant to **Buyer's** request to add certain equipment procured by Ontario Power Generation under separate contracts to the scope of the System Maintenance Agreement the **Seller** submitted a proposal by email dated November 8, 2017 to add the equipment delineated in **Annex No. 1** hereto ( the "Enhancements") for payment by the **Buyer** of the additional annual maintenance fees set forth in **Annex No. 2 hereto**;

WHEREAS, the **Buyer** accepted **Seller's** proposal and the Parties now desire to enter into this **Contract Modification No. 2** to the System Maintenance Agreement to include the Enhancements delineated in **Annex No. 1** hereto, the additional annual maintenance fees set forth in **Annex No. 2** hereto, and the Excluded Items list in **Annex No. 3** hereto.

NOW, THEREFORE, in consideration of the mutual promises contained herein, Buyer and Seller hereby agree as follows:

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

**1. Scope of Contract Modifications No. 2:**

The Enhancements listed in **Annex No. 1** entitled **Enhancements** dated November 28, 2017, including Schedule 1, the maintenance fees listed in **Annex No. 2** entitled **Additional Maintenance Fees for Enhancements** dated November 28, 2017, and the Excluded Items List in **Annex No. 3** dated November 28, 2017 are hereby added to the System Maintenance Agreement.

**2. Effective Date:** means the date on which this **Contract Modification No. 2** is signed by the last of the parties to sign it.

**3. Modifications to the System Maintenance Agreement:**

The following modifications are hereby made:

**3.1 Paragraph 2 – Definitions**

3.1.1 The following language is added to the end of subparagraph (g):  
“Excluded Items also means those components and services listed in **Annex No. 3** dated November 28, 2017 to this **Contract Modification No. 2.**”

3.1.2 The following language is added to subparagraph (d): “For the Enhancements, Demand Service(s) include: i) preventive maintenance; ii) on-site service calls; on-site break-fix services; iii) any service or work on microwave equipment; iv) Emergency Services and v) any other service not mentioned in this Agreement. Payment for Demand Services for Enhancements are not authorized under this **Contract Modification No 2.**”

**3.2 Paragraph 3.3 – Services Covered Under this Agreement**

3.2.1 The following language is added to the second sentence of subparagraph 3.3.2 after the words “days per week”: “except for the Enhancements which are covered under subparagraph d below”.

3.2.2 The following language is added to the beginning of the first sentence of subparagraph 3.3.2.c: “Except for Enhancements which are covered under subparagraph d below,”

3.2.3 Subparagraph d. is added to subparagraph 3.3.2 as follows:

d. “For the Enhancements delineated in **Annex No. 1**, dated November 28, 2017 – Enhancements, all work shall be in accordance with Harris’ Depot Repair and Return Process at **Schedule 1 of Annex No. 1** of this **Contract Modification No. 2.**

**3.3 Section 4 – Buyer’s Financial Obligations**

Lump sum maintenance fees for the Enhancements are \$ 1,031,782

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

3.3.1 Paragraph 4.1 is deleted and the following is substituted: "The Maintenance Fees and Rates to be paid by the Buyer to the Seller hereunder are specified in Exhibit 1, Revised Maintenance Fees dated November 18, 2013, Table 2 of Addendum I entitled Demand Service Rates, and **Annex No. 2** dated November 28, 2017 -**Additional Annual Maintenance Fees for Enhancements**. All prices are stated in Canadian Dollars and will be paid in Canadian Dollars."

3.3.2 Paragraph 4.1.a is deleted in its entirety and the following is substituted: "Buyer will pay Seller the annual Revised Maintenance Fee(s) as indicated in Exhibit 1, dated November 18, 2013 and the Additional Annual Maintenance Fees for Enhancements in **Annex No. 2 dated November 28, 2017**, as appropriate, each in equal monthly installments at the beginning of each applicable month during the Term, unless otherwise indicated in **Annex No. 2**. Such installments will be made by electronic transfer.

3.4 **Addendum 1** - Table 1, Annual Equipment Maintenance Fees, of Addendum I is deleted in its entirety and Exhibit 1, Revised Maintenance Fees, of change order 010 dated November 18, 2013 is hereby substituted.

3.5 **Addendum II – Special Conditions**

3.5.1 The following provision is added: "Buyer is responsible for granting access and any special permissions or documentation that is required in order to enable Seller's access to the Enhancements."

3.5.2 The following language and Enhancements are added to Addendum II – Special Conditions, Hardware Replacement Enhancements:

CM21874-4000 ASSEMBLY, NETWORK SENTRY 4

6

Hardware Replacement includes only the labor necessary for the physical removal and replacement of the above 6 units of Network Sentry."

3.6 **Addendum IV – Contacts**

The designated contact for Harris Canada Systems Inc. is changed to:  
Dwayne Kupchanko  
Regional Service Manager  
HARRIS CANADA SYSTEMS, INC.

Office: +1-403-516-3143 / Mobile: +1-403-617-1123  
[dwayne.kupchanko@harris.com](mailto:dwayne.kupchanko@harris.com)

#### **4. Entire Agreement**

Except to the extent expressly set forth in this **Contract Modification No. 2** all other requirements, terms and conditions of the System Maintenance Agreement dated July

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

26, 2012, as amended, shall remain unchanged.

IN WITNESS WHEREOF, the Parties have executed this **Contract Modification No. 2** as of the dates set forth below.

**HARRIS CANADA SYSTEMS, INC**

**THE REGIONAL MUNICIPALITY OF DURHAM**

By \_\_\_\_\_  
(Signature)

By \_\_\_\_\_  
(Signature)

Name \_\_\_\_\_

Name \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

**ANNEX NO. 1  
ENHANCEMENTS  
November 28, 2017  
(8 Pages)**

	Part Number	Description	Quantity
Darlington Phase I DAS	DB8922 (MISC-MTRL-PO-REF)	50 OHM LOADS-MULTICOUPLER	4
Darlington Phase I DAS	DBSMC4-08CA (MISC-MTRL-PO-REF)	700-960 MHz 8CH RX MULTICOUPLER, VDC POWER INPUT	1
Darlington Phase I DAS	DSCC85-04DS (MISC-MTRL-PO-REF)	851-869 MHz 4 CH CERAMIC COMBINER, DIN OUTPUT	1
Darlington Phase I DAS	MASA-NCL7D	Kit,Cable,Ethernet,5ft	1
Darlington Phase I DAS	MASA-SVP25	Site Interface Equipment,P25T MASTR V	1
Darlington Phase I DAS	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4
Darlington Phase I DAS	Q4220E-1 (MF-000040-MATCAN)	DUPLEXER 806-890 MHZ	1
Darlington Phase I DAS	SA-CL2G-DC	Cable,2921 Router, DC Power	1
Darlington Phase I DAS	SA-MD6H	OSCILLATOR, 10MHZ REF,-12VDC,6 PORT	1
Darlington Phase I DAS	SA-MD7A-DC	Network Sentry,IP Simulcast, DC	1
Darlington Phase I DAS	SV-AT1B	TERMINATION,50 OHM LOAD	5
Darlington Phase I DAS	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Darlington Phase I DAS	SV-CA5J	CABLE,DC POWER,48 IN	2
Darlington Phase I DAS	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Darlington Phase I DAS	SV-CL2D-DC	Cable,3560v2 Switch, DC Power	1
Darlington Phase I DAS	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Darlington Phase I DAS	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Darlington Phase I DAS	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Darlington Phase I DAS	SV-CN7Y	POWER STRIP,-48VDC LOW PWR DIST,RACK	1
Darlington Phase I DAS	SV-CN7Z	POWER STRIP,-48VDC HIGH PWR DIST,RACK	2
Darlington Phase I DAS	SV-NZN8S-DC	Fan Tray,MASTR V, DC	1
Darlington Phase I DAS	SV-PM1C	Processor,Baseband Module,MASTR V	2
Darlington Phase I DAS	SV-PS2P-DC	Power Supply,-48V,DC,MASTR V	4
Darlington Phase I DAS	SV-RB3A	Power Supply Shelf,2nd Position	1
Darlington Phase I DAS	SV-RB3B	Power Supply Shelf,1st Position	1
Darlington Phase I DAS	SV-RB3C	Power Supply Shelf	2
Darlington Phase I DAS	SV-RB3G	Shelf,14-Slot,Open Rack	1
Darlington Phase I DAS	SV-RB3K	Busbar,HPA/PS,MASTR V	4
Darlington Phase I DAS	SV-ZN9K	PANEL,XCONNECT,MASTR V	1
Darlington Phase I DAS	VSCR09	Router,Cisco,2911,DC,Sec,w/EtherSwitch	1



**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington Phase I DAS	VS-CU5D	2-PORT,RJ-48,MULTIFLEX TRUNK,T1/E1	1
Pickering Phase I DAS	DB8922 (MISC-MTRL-PO-REF)	50 OHM LOADS-MULTICOUPLER	4
Pickering Phase I DAS	DBSMC4-08CA (MISC-MTRL-PO-REF)	700-960 MHz 8CH RX MULTICOUPLER, VDC POWER INPUT	1
Pickering Phase I DAS	DSCC85-04DS (MISC-MTRL-PO-REF)	851-869 MHz 4 CH CERAMIC COMBINER, DIN OUTPUT	1
Pickering Phase I DAS	MASA-NCL7C	Cable,Crossover,Ethernet 2ft	1
Pickering Phase I DAS	MASA-NCL7D	Kit,Cable,Ethernet,5ft	1
Pickering Phase I DAS	MASA-NMD6G	Oscillator,10MHz Ref,120/230VAC,6 Port	1
Pickering Phase I DAS	MASA-SVP25	Site Interface Equipment,P25T MASTR V	1
Pickering Phase I DAS	MASV-NPS2P	Power Supply,110-240V,AC,MASTR V	4
Pickering Phase I DAS	MASV-NZN8S	Fan Tray,MASTR V	1
Pickering Phase I DAS	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4
Pickering Phase I DAS	PT-018421	Surge Port,400-1200MHz,N-M to N-F,Flange	2
Pickering Phase I DAS	Q4220E-1 (MF-000040-MATCAN)	DUPLEXER 806-890 MHZ	1
Pickering Phase I DAS	SAMD6J	Kit,Network Sentry Control/Data	1
Pickering Phase I DAS	SAPS9T	Power Supply,120VAC,60Hz,12/24VDC	1
Pickering Phase I DAS	SV-AT1B	TERMINATION,50 OHM LOAD	5
Pickering Phase I DAS	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Pickering Phase I DAS	SV-CA5J	CABLE,DC POWER,48 IN	2
Pickering Phase I DAS	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Pickering Phase I DAS	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Pickering Phase I DAS	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Pickering Phase I DAS	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Pickering Phase I DAS	SV-PM1C	Processor,Baseband Module,MASTR V	2
Pickering Phase I DAS	SV-RB3A	Power Supply Shelf,2nd Position	1
Pickering Phase I DAS	SV-RB3B	Power Supply Shelf,1st Position	1
Pickering Phase I DAS	SV-RB3C	Power Supply Shelf	2
Pickering Phase I DAS	SV-RB3G	Shelf,14-Slot,Open Rack	1
Pickering Phase I DAS	SV-RB3K	Busbar,HPA/PS,MASTR V	4
Pickering Phase I DAS	SV-ZN9K	PANEL,XCONNECT,MASTR V	1
Pickering Phase I DAS	VSCR07	Router,Cisco,2911,AC,Sec,w/EtherSwitch	1
Pickering Phase I DAS	VS-CU5D	2-PORT,RJ-48,MULTIFLEX TRUNK,T1/E1	2
Darlington InterOp Gateway	MANG-4DVUS	Chassis,4-Slot Interoperability Gateway	1
Darlington InterOp Gateway	MANG-GTWY	System Equipment,Interop Gateway	1
Darlington InterOp Gateway	MANG-NAA3E	Module,DVU,UAC,Interoperability Gateway	1

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington InterOp Gateway	MANG-NCA3L	Cable,Audio,4-Slot Chassis GWB,10ft	4
Darlington InterOp Gateway	MANG-NCL8S	Cable,Ethernet,6ft	1
Darlington InterOp Gateway	MANG-NPS2J	Power Supply,AC,4-Slot Gateway Chassis	2
Darlington Dispatch	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Darlington Dispatch	VS-CU6G	MODULE,CISCO EHWIC-4ESG 4-PORT GIG INT	2
Darlington Dispatch	VSCU3H	Switch,Cisco 2960	1
Darlington Dispatch	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Darlington Dispatch	VSCU3H	Switch,Cisco 2960	1
Darlington Dispatch	UD-ZN4Z	CONSOLE,SYMPHONY,BUNDLE,PREMIER	3
Darlington Dispatch	UD-AB1A	SPEAKER, NANO, SYMPHONY	6
Darlington Dispatch	UD-AB1D	SINGLE FOOTSWITCH, USB, SYMPHONY	3
Darlington Dispatch	UD-AB1M	DESK MIC, DB9	3
Darlington Dispatch	UD-AB1B	JACK BOX, 6 WIRE	6
Pickering Dispatch	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Pickering Dispatch	VS-CU6G	MODULE,CISCO EHWIC-4ESG 4-PORT GIG INT	2
Pickering Dispatch	VSCU3H	Switch,Cisco 2960	1
Pickering Dispatch	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Pickering Dispatch	VSCU3H	Switch,Cisco 2960	1
Pickering Dispatch	UD-ZN4Z	CONSOLE,SYMPHONY,BUNDLE,PREMIER	3
Pickering Dispatch	UD-AB1A	SPEAKER, NANO, SYMPHONY	6
Pickering Dispatch	UD-AB1D	SINGLE FOOTSWITCH, USB, SYMPHONY	3
Pickering Dispatch	UD-AB1M	DESK MIC, DB9	3
Pickering Dispatch	UD-AB1B	JACK BOX, 6 WIRE	6
Dispatch Backup Station	MAMW-SDMXX	MOBILE,XG-75M/M7300,764-870MHZ,HALF DPLX	2
Dispatch Backup Station	MAMW-NZN8L	Desktop Station,CS-7000,Local/Remote	2
Dispatch Backup Station	MAMW-NCP9G	Control Unit,CH721,Scan,Front Mount	2
Dispatch Backup Station	MAMW-ZN9F	Microphone,Desktop	2
Darlington Phase II Site 1	DB8922 (MISC-MTRL-PO-REF)	50 Ohm Male termination fo runused ports on Multicouper/PDU	16
Darlington Phase II Site 1	DBSMCP108C21 (MISC-MTRL-PO-REF)	8-Channel, 700-960 MHz Rx Multicoupler with PDU	1
Darlington Phase II Site 1	DSCC85-04DS (MISC-MTRL-PO-REF)	4-Channel, 851-869 Mhz SMARTtune Ceramic Combiner DIN PMU	1
Darlington Phase II Site 1	MASC-NPS9T	Power Supply,120VAC,60Hz,12/24VDC	1
Darlington Phase II Site 1	MASV-NPS2P	Power Supply,110-240V,AC,MASTR V	4
Darlington Phase II Site 1	MASV-NZN8S	Fan Tray,MASTR V	1
Darlington Phase II Site 1	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington Phase II Site 1	MWF8AM-D (MISC-MTRL-PO-REF)	851-869 MHz Milled Transmit Filter with DIN F	1
Darlington Phase II Site 1	POL-109-0501W-D (MF-000040-MATCAN)	DC Pass Polyphasor (N F - N F)	1
Darlington Phase II Site 1	POL-TSX-DFF-BF (MF-000040-MATCAN)	Polyphaser DC Block, DIN F - DIN F	1
Darlington Phase II Site 1	PT-018602-001	Filter,Surge Protector,800-2500MHz	2
Darlington Phase II Site 1	SCCF7X	Cable,RF Sensor,30ft	1
Darlington Phase II Site 1	SCCL7D	Kit,Cable,Ethernet,5ft	1
Darlington Phase II Site 1	SC-MD7A	Network Sentry,IP Simulcast	1
Darlington Phase II Site 1	SC-MD7B	Assy,Controller,SitePro,MME w/ Cables	1
Darlington Phase II Site 1	SC-VTXP25	MASTR V IP Simulcast,Tx Site,Comm Equip	1
Darlington Phase II Site 1	SV-AT1B	TERMINATION,50 OHM LOAD	8
Darlington Phase II Site 1	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Darlington Phase II Site 1	SV-CA5J	CABLE,DC POWER,48 IN	2
Darlington Phase II Site 1	SV-CL2A	Cable Assembly RF,RG223,BNC/SMA,3ft	1
Darlington Phase II Site 1	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Darlington Phase II Site 1	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Darlington Phase II Site 1	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Darlington Phase II Site 1	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Darlington Phase II Site 1	SV-CL9Z	Cable Assembly RF,RG223,BNC/SMA,4ft	1
Darlington Phase II Site 1	SV-PM1C	Processor,Baseband Module,MASTR V	2
Darlington Phase II Site 1	SV-RB3A	Power Supply Shelf,2nd Position	1
Darlington Phase II Site 1	SV-RB3B	Power Supply Shelf,1st Position	1
Darlington Phase II Site 1	SV-RB3C	Power Supply Shelf	2
Darlington Phase II Site 1	SV-RB3G	Shelf,14-Slot,Open Rack	1
Darlington Phase II Site 1	SV-RB3K	Busbar,HPA/PS,MASTR V	4
Darlington Phase II Site 1	SV-ZN9K	PANEL,XCONNECT,MASTR V	1
Darlington Phase II Site 1	VSCR11	Router,2921,AC,IP Base,w/Ether Switch	1
Darlington Phase II Site 1	VS-CU7A	MODULE,CISCO 1000BT SFP GLC-T	1
Darlington Phase II Site 2	DB8922 (MISC-MTRL-PO-REF)	50 Ohm Male termination fo runused ports on Multicouper/PDU	16
Darlington Phase II Site 2	DBSMCP108C21 (MISC-MTRL-PO-REF)	8-Channel, 700-960 MHz Rx Multicoupler with PDU	1
Darlington Phase II Site 2	DSCC85-04DS (MISC-MTRL-PO-REF)	4-Channel, 851-869 Mhz SMARTtune Ceramic Combiner DIN PMU	1
Darlington Phase II Site 2	MASC-NPS9T	Power Supply,120VAC,60Hz,12/24VDC	1
Darlington Phase II Site 2	MASV-NPS2P	Power Supply,110-240V,AC,MASTR V	4
Darlington Phase II Site 2	MASV-NZN8S	Fan Tray,MASTR V	1
Darlington Phase II Site 2	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington Phase II Site 2	MWF8AM-D (MISC-MTRL-PO-REF)	851-869 MHz Milled Transmit Filter with DIN F	1
Darlington Phase II Site 2	POL-109-0501W-D (MF-000040-MATCAN)	DC Pass Polyphasor (N F - N F)	1
Darlington Phase II Site 2	POL-TSX-DFF-BF (MF-000040-MATCAN)	Polyphaser DC Block, DIN F - DIN F	1
Darlington Phase II Site 2	PT-018602-001	Filter,Surge Protector,800-2500MHz	2
Darlington Phase II Site 2	SCCF7X	Cable,RF Sensor,30ft	1
Darlington Phase II Site 2	SCCL7C	Cable,Crossover,Ethernet,2ft	1
Darlington Phase II Site 2	SCCL7D	Kit,Cable,Ethernet,5ft	1
Darlington Phase II Site 2	SC-MD7A	Network Sentry,IP Simulcast	1
Darlington Phase II Site 2	SC-VTXP25	MASTR V IP Simulcast,Tx Site,Comm Equip	1
Darlington Phase II Site 2	SV-AT1B	TERMINATION,50 OHM LOAD	8
Darlington Phase II Site 2	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Darlington Phase II Site 2	SV-CA5J	CABLE,DC POWER,48 IN	2
Darlington Phase II Site 2	SV-CL2A	Cable Assembly RF,RG223,BNC/SMA,3ft	1
Darlington Phase II Site 2	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Darlington Phase II Site 2	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Darlington Phase II Site 2	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Darlington Phase II Site 2	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Darlington Phase II Site 2	SV-CL9Z	Cable Assembly RF,RG223,BNC/SMA,4ft	1
Darlington Phase II Site 2	SV-PM1C	Processor,Baseband Module,MASTR V	2
Darlington Phase II Site 2	SV-RB3A	Power Supply Shelf,2nd Position	1
Darlington Phase II Site 2	SV-RB3B	Power Supply Shelf,1st Position	1
Darlington Phase II Site 2	SV-RB3C	Power Supply Shelf	2
Darlington Phase II Site 2	SV-RB3G	Shelf,14-Slot,Open Rack	1
Darlington Phase II Site 2	SV-RB3K	Busbar,HPA/PS,MASTR V	4
Darlington Phase II Site 2	SV-ZN9K	PANEL,XCONNECT,MASTR V	1
Darlington Phase II Site 2	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Darlington Phase II Site 2	VSCU3H	Switch,Cisco 2960	1
Pickering InterOp Gateway	MANG-4DVUS	Chassis,4-Slot Interoperability Gateway	1
Pickering InterOp Gateway	MANG-GTWY	System Equipment,InterOp Gateway	1
Pickering InterOp Gateway	MANG-NAA3E	Module,DVU,UAC,Interoperability Gateway	1
Pickering InterOp Gateway	MANG-NCA3L	Cable,Audio,4-Slot Chassis GWB,10ft	4
Pickering InterOp Gateway	MANG-NCL8S	Cable,Ethernet,6ft	1
Pickering InterOp Gateway	MANG-NPS2J	Power Supply,AC,4-Slot Gateway Chassis	2
Pickering Phase II Site 1	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Phase II Site 1	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2
Pickering Phase II Site 1	DB8922 (MISC-MTRL-PO-REF)	50 Ohm Male termination fo runused ports on Multicouper/PDU	16
Pickering Phase II Site 1	DBSMCP108C21 (MISC-MTRL-PO-REF)	8-Channel, 700-960 MHz Rx Multicoupler with PDU	1
Pickering Phase II Site 1	DSCC85-04DS (MISC-MTRL-PO-REF)	4-Channel, 851-869 Mhz SMARTtune Ceramic Combiner DIN PMU	1
Pickering Phase II Site 1	MASC-NPS9T	Power Supply,120VAC,60Hz,12/24VDC	1
Pickering Phase II Site 1	MASV-NPS2P	Power Supply,110-240V,AC,MASTR V	4
Pickering Phase II Site 1	MASV-NZN8S	Fan Tray,MASTR V	1
Pickering Phase II Site 1	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4
Pickering Phase II Site 1	MWF8AM-D (MISC-MTRL-PO-REF)	851-869 MHz Milled Transmit Filter with DIN F	1
Pickering Phase II Site 1	P40901R1CL-T-1 (MF-000040-MATCAN)	DUPLEXER BP 806-824 & 851	1
Pickering Phase II Site 1	POL-109-0501W-D (MF-000040-MATCAN)	DC Pass Polyphasor (N F - N F)	1
Pickering Phase II Site 1	POL-TSX-DFF-BF (MF-000040-MATCAN)	Polyphaser DC Block, DIN F - DIN F	1
Pickering Phase II Site 1	PT-018602-001	Filter,Surge Protector,800-2500MHz	2
Pickering Phase II Site 1	SCCF7X	Cable,RF Sensor,30ft	1
Pickering Phase II Site 1	SCCL7D	Kit,Cable,Ethernet,5ft	1
Pickering Phase II Site 1	SC-MD7A	Network Sentry,IP Simulcast	1
Pickering Phase II Site 1	SC-MD7B	Assy,Controller,SitePro,MME w/ Cables	1
Pickering Phase II Site 1	SC-VTXP25	MASTR V IP Simulcast,Tx Site,Comm Equip	1
Pickering Phase II Site 1	SV-AT1B	TERMINATION,50 OHM LOAD	8
Pickering Phase II Site 1	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Pickering Phase II Site 1	SV-CA5J	CABLE,DC POWER,48 IN	2
Pickering Phase II Site 1	SV-CL2A	Cable Assembly RF,RG223,BNC/SMA,3ft	1
Pickering Phase II Site 1	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Pickering Phase II Site 1	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Pickering Phase II Site 1	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Pickering Phase II Site 1	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Pickering Phase II Site 1	SV-CL9Z	Cable Assembly RF,RG223,BNC/SMA,4ft	1
Pickering Phase II Site 1	SV-PM1C	Processor,Baseband Module,MASTR V	2
Pickering Phase II Site 1	SV-RB3A	Power Supply Shelf,2nd Position	1
Pickering Phase II Site 1	SV-RB3B	Power Supply Shelf,1st Position	1
Pickering Phase II Site 1	SV-RB3C	Power Supply Shelf	2
Pickering Phase II Site 1	SV-RB3G	Shelf,14-Slot,Open Rack	1
Pickering Phase II Site 1	SV-RB3K	Busbar,HPA/PS,MASTR V	4
Pickering Phase II Site 1	SV-ZN9K	PANEL,XCONNECT,MASTR V	1

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Phase II Site 1	VSCR11	Router,2921,AC,IP Base,w/Ether Switch	1
Pickering Phase II Site 1	VS-CU7A	MODULE,CISCO 1000BT SFP GLC-T	1
Pickering Phase II Site 2	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	4
Pickering Phase II Site 2	DB8922 (MISC-MTRL-PO-REF)	50 Ohm Male termination fo runused ports on Multicouper/PDU	16
Pickering Phase II Site 2	DBSMCP108C21 (MISC-MTRL-PO-REF)	8-Channel, 700-960 MHz Rx Multicoupler with PDU	1
Pickering Phase II Site 2	DSCC85-04DS (MISC-MTRL-PO-REF)	4-Channel, 851-869 Mhz SMARTtune Ceramic Combiner DIN PMU	1
Pickering Phase II Site 2	MASC-NPS9T	Power Supply,120VAC,60Hz,12/24VDC	1
Pickering Phase II Site 2	MASV-NPS2P	Power Supply,110-240V,AC,MASTR V	4
Pickering Phase II Site 2	MASV-NZN8S	Fan Tray,MASTR V	1
Pickering Phase II Site 2	MASV-STXMV	Station,MASTR V,P25T,800 MHz,806-824Rx	4
Pickering Phase II Site 2	MWF8AM-D (MISC-MTRL-PO-REF)	851-869 MHz Milled Transmit Filter with DIN F	1
Pickering Phase II Site 2	POL-109-0501W-D (MF-000040-MATCAN)	DC Pass Polyphasor (N F - N F)	1
Pickering Phase II Site 2	POL-TSX-DFF-BF (MF-000040-MATCAN)	Polyphaser DC Block, DIN F - DIN F	1
Pickering Phase II Site 2	PT-018602-001	Filter,Surge Protector,800-2500MHz	2
Pickering Phase II Site 2	SCCF7X	Cable,RF Sensor,30ft	1
Pickering Phase II Site 2	SCCL7C	Cable,Crossover,Ethernet,2ft	1
Pickering Phase II Site 2	SCCL7D	Kit,Cable,Ethernet,5ft	1
Pickering Phase II Site 2	SC-MD7A	Network Sentry,IP Simulcast	1
Pickering Phase II Site 2	SC-VTXP25	MASTR V IP Simulcast,Tx Site,Comm Equip	1
Pickering Phase II Site 2	SV-AT1B	TERMINATION,50 OHM LOAD	8
Pickering Phase II Site 2	SV-AW5R	Power Amplifier,Linear,800 MHz	4
Pickering Phase II Site 2	SV-CA5J	CABLE,DC POWER,48 IN	2
Pickering Phase II Site 2	SV-CL2A	Cable Assembly RF,RG223,BNC/SMA,3ft	1
Pickering Phase II Site 2	SV-CL2D	Cable,Xconnect-Baseband Shelf #1	2
Pickering Phase II Site 2	SV-CL2N	Cable Assembly RF,RG223,BNC/SMA,5ft	2
Pickering Phase II Site 2	SV-CL9V	Kit,Cable,Ch #1,2,9,10,17,18 MASTR V IP	2
Pickering Phase II Site 2	SV-CL9W	Kit,Cable,Ch #3,4,11,12,19,20 MASTR V IP	2
Pickering Phase II Site 2	SV-CL9Z	Cable Assembly RF,RG223,BNC/SMA,4ft	1
Pickering Phase II Site 2	SV-PM1C	Processor,Baseband Module,MASTR V	2
Pickering Phase II Site 2	SV-RB3A	Power Supply Shelf,2nd Position	1
Pickering Phase II Site 2	SV-RB3B	Power Supply Shelf,1st Position	1
Pickering Phase II Site 2	SV-RB3C	Power Supply Shelf	2
Pickering Phase II Site 2	SV-RB3G	Shelf,14-Slot,Open Rack	1
Pickering Phase II Site 2	SV-RB3K	Busbar,HPA/PS,MASTR V	4

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Phase II Site 2	SV-ZN9K	PANEL,XCONNECT,MASTR V	1
Pickering Phase II Site 2	VS-CR32	ROUTER,1921,AC,NO ENCRYPTION,CISCO	1
Pickering Phase II Site 2	VSCU3H	Switch,Cisco 2960	1

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

**ANNEX NO. 2  
ADDITIONAL ANNUAL MAINTENANCE FEES  
FOR  
ENHANCEMENTS  
November 28, 2017  
(1 Page)**

<b>Maintenance Year</b>	<b>Annual Fees</b>	<b>Monthly Installment in CAD</b>
Year 1 (from 1 Jan 2018 – 6 Sept 2018)	\$28,486.96	Due upon signing
Year 2 at the start of the service period	\$42,730.44	\$3,560.87
Year 3 at the start of the service period	\$79,248.00	\$6,604.00
Year 4 at the start of the service period	\$91,059.84	\$7,588.32
Year 5 at the start of the service period	\$117,027.48	\$9,752.29
Year 6 at the start of the service period	\$90,654.48	\$7,554.54
Year 7 at the start of the service period	\$93,232.92	\$7,769.41
Year 8 at the start of the service period	\$95,893.56	\$7,991.13
Year 9 at the start of the service period	\$98,638.08	\$8,219.84
Year 10 at the start of the service period	\$101,469.84	\$8,455.82
Year 11 at the start of the service period	\$95,343.96	\$7,945.33
Year 12 at the start of the service period	\$97,996.44	\$8,166.37

All prices are in Canadian Dollars exclusive of taxes.



**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

**ANNEX NO. 3  
EXCLUDED ITEMS  
NOVEMBER 28, 2017  
(6 PAGES)**

	Part Number	Description	Quantity
Darlington Phase 1 DAS	2-917807-2 (MF-000040-MATCAN)	POWER STRIP CONNECTOR #8AWG	4
Darlington Phase 1 DAS	A29273-ND (MF-000040-MATCAN)	PIN FOR #10AWG CONNECTOR	10
Darlington Phase 1 DAS	A29327-ND (MF-000040-MATCAN)	PIN FOR #8AWG CONNECTOR	16
Darlington Phase 1 DAS	A29582-ND (MF-000040-MATCAN)	POWER STRIP CONNECTOR #10AWG	4
Darlington Phase 1 DAS	AWF4PDM	Connector,7/16 in DIN Male,For FSJ4-50B	2
Darlington Phase 1 DAS	BLACK POWER CABLE (MF-000040-MATCAN)	#4AWG WIRE, BLACK	150
Darlington Phase 1 DAS	CA-015465-001	Cable,Coaxial,1/4in Cellflex	100
Darlington Phase 1 DAS	CA-015466-001	Cable,Coaxial,1/2in Superflex	50
Darlington Phase 1 DAS	CA-015466-001	Cable,Coaxial,1/2in Superflex	50
Darlington Phase 1 DAS	GRD CONNECTOR (MF-000040-MATCAN)	Connector for #4AWG	3
Darlington Phase 1 DAS	GROUND WIRE (MF-000040-MATCAN)	#4AWG WIRE, GROUND	50
Darlington Phase 1 DAS	J95-0026-002	CONN N (M), 1/4" CORREGATED COAX	4
Darlington Phase 1 DAS	MASV-NMA6Q	Grounding Shim,28RU	1
Darlington Phase 1 DAS	MASV-NSG9K	Feature,Software,P25 Phase 2	1
Darlington Phase 1 DAS	MASV-NSG9K	Feature,Software,P25 Phase 2	1
Darlington Phase 1 DAS	MASV-NSG9K	Feature,Software,P25 Phase 2	1
Darlington Phase 1 DAS	Misc (MF-000040-MATCAN)	Installation Materials	1
Darlington Phase 1 DAS	NM-SCF12-070	Connector,Rapid Fit,SCF12-50 NM	13
Darlington Phase 1 DAS	NS-SG2N	LICENSE,P25 SITE	1
Darlington Phase 1 DAS	NS-SG2P	LICENSE,P25 SITE TALKPATH	6
Darlington Phase 1 DAS	RED POWER CABLE (MF-000040-MATCAN)	#4AWG WIRE, RED	150
Darlington Phase 1 DAS	SV-DW1B	Drawings,IP Simulcast/P25 Trunked	1
Darlington Phase 1 DAS	SV-MN9S	Panel,Blank,1 RU	1
Pickering Phase 1 DAS	ANTENNA BALLAST MOUNT (MF-000040-MATCAN)	ANTENNA BALLAST MOUNT	1
Pickering Phase 1 DAS	AWF4PDM	Connector,7/16 in DIN Male,For FSJ4-50B	1
Pickering Phase 1 DAS	CA-015465-001	Cable,Coaxial,1/4in Cellflex	50
Pickering Phase 1 DAS	CA-015466-001	Cable,Coaxial,1/2in Superflex	250
Pickering Phase 1 DAS	CLAMP 147 (MF-000040-MATCAN)	ANTENNA CLAMP PIPE TO PIPE	2
Pickering Phase 1 DAS	GRD CONNECTOR (MF-000040-MATCAN)	Connector for #4AWG	5
Pickering Phase 1 DAS	GROUND WIRE (MF-000040-MATCAN)	#4AWG WIRE, GROUND	250
Pickering Phase 1 DAS	J95-0026-001	CONN BNC (M), 1/4" CORREGATED COAX	4

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Phase 1 DAS	J95-0026-002	CONN N (M), 1/4" CORREGATED COAX	4
Pickering Phase 1 DAS	KT-014845-001	Kit,Feedthru Boot,7/8 in	1
Pickering Phase 1 DAS	KT-018357-002	Kit,Grounding For 1/2in Coaxial	3
Pickering Phase 1 DAS	MASA-NMR1H	Rack,Open,86 in(Xtra Dp) with support	1
Pickering Phase 1 DAS	MASV-NCN1Z	Outlet Strip,110 VAC,UL Recognized	1
Pickering Phase 1 DAS	MASV-NCN7R	Power Strip,110VAC,2X20A Brkr,2-Cbl,6Pos	2
Pickering Phase 1 DAS	MASV-NMA6Q	Grounding Shim,28RU	1
Pickering Phase 1 DAS	NF-SCF12-070	Connector,NF For 1/2in Coaxial	2
Pickering Phase 1 DAS	NM-SCF12-070	Connector,Rapid Fit,SCF12-50 NM	14
Pickering Phase 1 DAS	SC473-HF1LDF(D00) (MF-000040-MATCAN)	ANTENNA SC473-HF1LDF(D00), 4dB gain	1
Pickering Phase 1 DAS	SV-MN9S	Panel,Blank,1 RU	1
Pickering Phase 1 DAS	VSMN2W	Kit,Mnt Hrdwr,2921/2911 Router	1
Software License	VSSD03	LICENSE,SUMS,ENDPOINT	10
Software License	VS-SG3T	LICENSE,HOST SECURITY,AV,EPO,QTY 26-50	1
Software License	NS-SG2B	LICENSE,CONSOLE	6
Software License	NS-SG2C	LICENSE,CONSOLE TALKPATH	72
Software License	NS-SG2N	LICENSE,P25 SITE	4
Software License	NS-SG2P	LICENSE,P25 SITE TALKPATH	10
Software License	NS-SG2G	LICENSE,NETWORK FIRST SITE	2
Software License	NS-SG2H	LICENSE,NETWORK FIRST TALKPATH	8
Software License	NM-SG9D	LICENSE,TRANSCODER TALKPATH	4
Darlington Phase II Site 1	CBW-SCF12-50J (MF-000040-MATCAN)	1/2" Superflex Coaxial Cable	110
Darlington Phase II Site 1	CBW-LCF12-50J (MF-000040-MATCAN)	1/2" Foam Coaxial Cable	200
Darlington Phase II Site 1	CBW-LCF78-50JA (MF-000040-MATCAN)	7/8" Foam Coaxial Cable	200
Darlington Phase II Site 1	CBW-716M-LCF78-D01K (MF-000040-MATCAN)	DIN male connector for 7/8" Cable	3
Darlington Phase II Site 1	CBW-716M-SCF12-D01 (MF-000040-MATCAN)	DIN male connector for 1/2" Superflex Cable	7
Darlington Phase II Site 1	CBW-716F-SCF12-D01 (MF-000040-MATCAN)	DIN female connector for 1/2" Superflex Cable	2
Darlington Phase II Site 1	CBW-NM-LCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Coaxial Cable	3
Darlington Phase II Site 1	CBW-NM-SCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Superflex Cable	16
Darlington Phase II Site 1	CBW-GKFORM60-78 (MF-000040-MATCAN)	Grounding Kit for 7/8"	2
Darlington Phase II Site 1	CBW-GKFORM60-12 (MF-000040-MATCAN)	Grounding Kit for 1/2"	2
Darlington Phase II Site 1	SC476-HF1LDF(D06) (MF-000040-MATCAN)	HD 746-869 MHz 6dBd DT06 Low PIM	2
Darlington Phase II Site 2	CBW-SCF12-50J (MF-000040-MATCAN)	1/2" Superflex Coaxial Cable	210
Darlington Phase II Site 2	CBW-LCF12-50J (MF-000040-MATCAN)	1/2" Foam Coaxial Cable	150

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington Phase II Site 2	CBW-LCF78-50JA (MF-000040-MATCAN)	7/8" Foam Coaxial Cable	150
Darlington Phase II Site 2	CBW-716M-LCF78-D01K (MF-000040-MATCAN)	DIN male connector for 7/8" Cable	3
Darlington Phase II Site 2	CBW-716M-SCF12-D01 (MF-000040-MATCAN)	DIN male connector for 1/2" Superflex Cable	7
Darlington Phase II Site 2	CBW-716F-SCF12-D01 (MF-000040-MATCAN)	DIN female connector for 1/2" Superflex Cable	2
Darlington Phase II Site 2	CBW-NM-LCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Coaxial Cable	3
Darlington Phase II Site 2	CBW-NM-SCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Superflex Cable	16
Darlington Phase II Site 2	CBW-GKFORM60-78 (MF-000040-MATCAN)	Grounding Kit for 7/8"	2
Darlington Phase II Site 2	CBW-GKFORM60-12 (MF-000040-MATCAN)	Grounding Kit for 1/2"	2
Darlington Phase II Site 2	SE414-SWBP4LDF(D00) (MF-000040-MATCAN)	ANT Array SE414 746-960 mhz 1/4W LDF	2
Pickering Phase II Site 1	CBW-SCF12-50J (MF-000040-MATCAN)	1/2" Superflex Coaxial Cable	210
Pickering Phase II Site 1	CBW-LCF12-50J (MF-000040-MATCAN)	1/2" Foam Coaxial Cable	150
Pickering Phase II Site 1	CBW-LCF78-50JA (MF-000040-MATCAN)	7/8" Foam Coaxial Cable	150
Pickering Phase II Site 1	CBW-716M-LCF78-D01K (MF-000040-MATCAN)	DIN male connector for 7/8" Cable	3
Pickering Phase II Site 1	CBW-716M-SCF12-D01 (MF-000040-MATCAN)	DIN male connector for 1/2" Superflex Cable	7
Pickering Phase II Site 1	CBW-716F-SCF12-D01 (MF-000040-MATCAN)	DIN female connector for 1/2" Superflex Cable	2
Pickering Phase II Site 1	CBW-NM-LCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Coaxial Cable	3
Pickering Phase II Site 1	CBW-NM-SCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Superflex Cable	16
Pickering Phase II Site 1	CBW-GKFORM60-78 (MF-000040-MATCAN)	Grounding Kit for 7/8"	2
Pickering Phase II Site 1	CBW-GKFORM60-12 (MF-000040-MATCAN)	Grounding Kit for 1/2"	2
Pickering Phase II Site 1	SC476-HF1LDF(D06) (MF-000040-MATCAN)	HD 746-869 MHz 6dBd DT06 Low PIM	2
Pickering Phase II Site 2	CBW-SCF12-50J (MF-000040-MATCAN)	1/2" Superflex Coaxial Cable	110
Pickering Phase II Site 2	CBW-LCF12-50J (MF-000040-MATCAN)	1/2" Foam Coaxial Cable	50
Pickering Phase II Site 2	CBW-LCF78-50JA (MF-000040-MATCAN)	7/8" Foam Coaxial Cable	50
Pickering Phase II Site 2	CBW-716M-LCF78-D01K (MF-000040-MATCAN)	DIN male connector for 7/8" Cable	3
Pickering Phase II Site 2	CBW-716M-SCF12-D01 (MF-000040-MATCAN)	DIN male connector for 1/2" Superflex Cable	7
Pickering Phase II Site 2	CBW-716F-SCF12-D01 (MF-000040-MATCAN)	DIN female connector for 1/2" Superflex Cable	2
Pickering Phase II Site 2	CBW-NM-LCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Coaxial Cable	3
Pickering Phase II Site 2	CBW-NM-SCF12-D01 (MF-000040-MATCAN)	N male connector for 1/2" Superflex Cable	16
Pickering Phase II Site 2	CBW-GKFORM60-78 (MF-000040-MATCAN)	Grounding Kit for 7/8"	2
Pickering Phase II Site 2	CBW-GKFORM60-12 (MF-000040-MATCAN)	Grounding Kit for 1/2"	2
Pickering Phase II Site 2	SE414-SWBP4LDF(D00) (MF-000040-MATCAN)	ANT Array SE414 746-960 mhz 1/4W LDF	2
Darlington InterOp Gateway	MANG-MN2A	Panel,Filler	3
Darlington InterOp Gateway	MANG-NMN2U	Bracket Kit, Interoperability Gateway	1
Darlington InterOp Gateway	MANG-SN5M	SERVICE,QUAD MODE VOCODER LICENSE	4

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Darlington Phase II Site 1	ATS7TMA30 (MISC-MTRL-PO-REF)	794-824 MHz Tower Top Amplifier	1
Darlington Phase II Site 1	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2
Darlington Phase II Site 1	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2
Darlington Phase II Site 1	CP-SG4H	LICENSE,SW,CP	1
Darlington Phase II Site 1	DBMAFR-43UM (MISC-MTRL-PO-REF)	43UM Rack	1
Darlington Phase II Site 1	MASC-NMR1H	Rack,Open,86 in(Xtra Dp) with support	1
Darlington Phase II Site 1	MASV-NCN1Z	Outlet Strip, 110 VAC,UL Recognized	1
Darlington Phase II Site 1	MASV-NCN7R	Power Strip,110VAC,2X20A Brkr,2-Cbl,6Pos	2
Darlington Phase II Site 1	MASV-NMA6Q	Grounding Shim,28RU	1
Darlington Phase II Site 1	SA-KRE1011217/02	ANTENNA,1574-1606 MHZ,WITH MOUNT	2
Darlington Phase II Site 1	SV-MN9S	Panel,Blank,1 RU	1
Darlington Phase II Site 1	VSMN2W	Kit,Mnt Hrdwr,2921/2911 Router	1
Darlington Phase II Site 2	ATS7TMA30 (MISC-MTRL-PO-REF)	794-824 MHz Tower Top Amplifier	1
Darlington Phase II Site 2	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2
Darlington Phase II Site 2	AW-L1-PNMNM-50	Cable,GPS Antenna,50ft	2
Darlington Phase II Site 2	DBMAFR-43UM (MISC-MTRL-PO-REF)	43UM Rack	1
Darlington Phase II Site 2	MASC-NMR1H	Rack,Open,86 in(Xtra Dp) with support	1
Darlington Phase II Site 2	MASV-NCN1Z	Outlet Strip, 110 VAC,UL Recognized	1
Darlington Phase II Site 2	MASV-NCN7R	Power Strip,110VAC,2X20A Brkr,2-Cbl,6Pos	2
Darlington Phase II Site 2	MASV-NMA6Q	Grounding Shim,28RU	1
Darlington Phase II Site 2	SA-KRE1011217/02	ANTENNA,1574-1606 MHZ,WITH MOUNT	2
Pickering Phase II Site 1	DBMAFR-43UM (MISC-MTRL-PO-REF)	43UM Rack	1
Pickering Phase II Site 2	DBMAFR-43UM (MISC-MTRL-PO-REF)	43UM Rack	1
Pickering Phase II Site 1	ATS7TMA30 (MISC-MTRL-PO-REF)	794-824 MHz Tower Top Amplifier	1
Pickering Phase II Site 2	ATS7TMA30 (MISC-MTRL-PO-REF)	794-824 MHz Tower Top Amplifier	1
Pickering Phase II Site 1	SA-KRE1011217/02	ANTENNA,1574-1606 MHZ,WITH MOUNT	2
Pickering Phase II Site 2	SA-KRE1011217/02	ANTENNA,1574-1606 MHZ,WITH MOUNT	2
Pickering InterOp Gateway	MANG-NMN2U	Bracket Kit, Interoperability Gateway	1
Pickering Phase II Site 1	MASV-NMA6Q	Grounding Shim,28RU	1
Pickering Phase II Site 2	MASV-NMA6Q	Grounding Shim,28RU	1
Darlington Phase II Site 2	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Pickering Phase II Site 2	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Darlington Phase II Site 2	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1
Pickering Phase II Site 2	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1

**CONTRACT MODIFICATION No. 2**  
**SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Phase II Site 1	CP-SG4N	LICENSE,SW, ADDITIONAL CP	1
Pickering Phase II Site 1	MASV-NCN1Z	Outlet Strip,110 VAC,UL Recognized	1
Pickering Phase II Site 2	MASV-NCN1Z	Outlet Strip,110 VAC,UL Recognized	1
Darlington Phase II Site 2	SV-MN9S	Panel,Blank,1 RU	1
Pickering Phase II Site 1	SV-MN9S	Panel,Blank,1 RU	1
Pickering Phase II Site 2	SV-MN9S	Panel,Blank,1 RU	1
Pickering InterOp Gateway	MANG-MN2A	Panel,Filler	3
Pickering Phase II Site 1	MASV-NCN7R	Power Strip,110VAC,2X20A Brkr,2-Cbl,6Pos	2
Pickering Phase II Site 2	MASV-NCN7R	Power Strip,110VAC,2X20A Brkr,2-Cbl,6Pos	2
Pickering Phase II Site 1	MASC-NMR1H	Rack,Open,86 in(Xtra Dp) with support	1
Pickering Phase II Site 2	MASC-NMR1H	Rack,Open,86 in(Xtra Dp) with support	1
Pickering InterOp Gateway	MANG-SN5M	SERVICE,QUAD MODE VOCODER LICENSE	4
Pickering Phase II Site 1	VSMN2W	Kit,Mnt Hrdwr,2921/2911 Router	1
Darlington Dispatch	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Darlington Dispatch	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1
Darlington Dispatch	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Darlington Dispatch	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1
Darlington Dispatch	UD-SW1B	SW,SYMPHONY PC APP & WIN 8 IMAGE	1
Darlington Dispatch	UD-SG1F	SOFTWARE,REMOTE BATON	1
Darlington Dispatch	UD-SG4W	LICENSE,AES AND DES LEVEL ENCRYPTION	3
Darlington Dispatch	UD-CU6Y	MONITOR, 23" CLASS,TOUCHSCREEN,HD	3
Darlington Dispatch	UD-AB1K	CABLE,DISPLAYPORT TO DVI-D,10FT	3
Darlington Dispatch	UD-AB1F	MOUSE, OPTICAL, USB, SCROLL WHEEL	3
Darlington Dispatch	UD-AB1G	KEYBOARD, 104 KEY, USB, HUB	3
Darlington Dispatch	CM-022218-3006WJ	Adapter,6 Wire Jackbox to Headset	3
Darlington Dispatch	2C-CM22218-0305	HEADSET,OVER-THE HEAD SOLID BOOM	3
Darlington Dispatch	NS-SG2C	LICENSE,CONSOLE TALKPATH	36
Darlington Dispatch	CM-022218-001101	License,Vocoder	3
Pickering Dispatch	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Pickering Dispatch	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1
Pickering Dispatch	VS-MN3E	KIT,MOUNTING HARDWARE,1921 ROUTER	1
Pickering Dispatch	VSMA6N	KIT,MTG HDWR,CISCO 2960 MASTR III/V CAB	1
Pickering Dispatch	UD-SW1B	SW,SYMPHONY PC APP & WIN 8 IMAGE	1
Pickering Dispatch	UD-SG1F	SOFTWARE,REMOTE BATON	1

**CONTRACT MODIFICATION No. 2  
SYSTEM MAINTENANCE AGREEMENT**

	Part Number	Description	Quantity
Pickering Dispatch	UD-SG4W	LICENSE,AES AND DES LEVEL ENCRYPTION	3
Pickering Dispatch	UD-CU6Y	MONITOR, 23" CLASS,TOUCHSCREEN,HD	3
Pickering Dispatch	UD-AB1K	CABLE,DISPLAYPORT TO DVI-D,10FT	3
Pickering Dispatch	UD-AB1F	MOUSE, OPTICAL, USB, SCROLL WHEEL	3
Pickering Dispatch	UD-AB1G	KEYBOARD, 104 KEY, USB, HUB	3
Pickering Dispatch	CM-022218-3006WJ	Adapter,6 Wire Jackbox to Headset	3
Pickering Dispatch	2C-CM22218-0305	HEADSET,OVER-THE HEAD SOLID BOOM	3
Pickering Dispatch	NS-SG2C	LICENSE,CONSOLE TALKPATH	36
Pickering Dispatch	CM-022218-001101	License,Vocoder	3
Dispatch Backup Station	MW-SP2V	FEATURE, FEDERAL/INTERNATIONAL STANDARD	2
Dispatch Backup Station	MAMW-NPL3R	Feature,Max(1024+) System/Groups	2
Dispatch Backup Station	MAMW-NPL5K	FEATURE,PROFILE OVER-THE-AIR-PROGRAMMING	2
Dispatch Backup Station	MAMW-NPL5L	Feature,Over-the-Air-Rekeying	2
Dispatch Backup Station	MAMW-NPL7P	Feature,P25 Data	2
Dispatch Backup Station	MW-PL4F	Feature, P25 Phase 2, TDMA	2
Dispatch Backup Station	MAMW-NPL7M	Feature,256-AES,ECP Encryption	2
Dispatch Backup Station	MAMW-PKGPT	Feature Package,P25 Trunking	2
		<ul style="list-style-type: none"> <li>• Batteries</li> <li>• Network Microwave, Microwave system components including microwave mux/routers</li> <li>• Logging recorder or derivative equipment</li> <li>• Timing receiving and generation systems, or derivative equipment</li> <li>• Civil maintenance on Tower, Shelter, Fences, Landscaping, Fuel Tanks, AC and DC Power Systems and Feeds, and Environmental Systems.</li> </ul>	



## The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Works and Director of Legal Services  
Report: #2018-COW-29  
Date: February 6, 2018

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**Subject:**

Proposed negotiated settlement pertaining to litigation regarding the U-Pak Court Action being under Court File # CV-11-4271137

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That the proposed negotiated settlement with the Plaintiff, U-Pak, in Court File # CV-11-427137 be approved as detailed in Confidential Attachment #1;
  - B) That subject to approval of Recommendation A), payment of funds related to the settlement be subject to the execution of a Minutes of Settlement by the parties and a full and final release of the Region subject to the satisfaction of the Director of Legal Services, as detailed in Confidential Attachment #1; and
  - C) That the Commissioner of Works be authorized to sign Minutes of Settlement, and such other documents as may be required to carry out the terms of the settlement.
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**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide Committee of the Whole with information on the negotiated settlement between U-Pak Disposals (1989) Ltd. (U-Pak) and the Regional Municipality of Durham (Region) to resolve an outstanding claim against the Region. Confidential Attachment #1 details the proposed settlement.

## 2. Background

- 2.1 In 2007, the Ontario Minister of the Environment and Climate Change's (MOECC) agreed with the State of Michigan to eliminate the shipments of residential waste from the Province of Ontario to State of Michigan by December 31, 2010. On March 20, 2007, Regional Council directed staff to source a contingency landfill site in the event of a border closure prior to the end of 2010 or a delay in the implementation of an energy from waste (EFW) facility.
- 2.2 In May 2009, the Regional Municipality of Durham (Region) issued a Request for Tender (RFT), Tender # T-559-2009 for a three year contract to dispose of the Region's non-hazardous municipal solid waste commencing January 1, 2011.
- 2.3 The three year contract provided for the disposal of non-hazardous municipal solid waste for the Region up to and including December 31, 2013, with an option to extend for up to two additional one year periods.
- 2.4 On August 31, 2010, the Region issued RFT #T-267-2010 for the provision of transfer station(s) for the receiving and loading of non-hazardous municipal solid waste and haulage from the Region to landfill starting on January 1, 2011.
- 2.5 Two bids were received from this RFT process, however, both bids were incomplete and non-compliant, resulting in the cancellation of Tender # T-267-2010.
- 2.6 Staff changed the scope and re-issued a new RFT with a different scope of work. Some of the reasons for that change included the following two items:
  - A) Reduced tonnage; and
  - B) Removal of the compostable organics as a required item.
- 2.7 A revised tender was issued, Tender #T-267-2010B, on November 4, 2010, for the transfer and haul services with a scheduled tender closing date of November 25, 2010.
- 2.8 After several addendums including revisions to the tender closing dates, the closing date of March 15, 2011 (from the original closing date of November 25, 2010) was established.
- 2.9 On March 11, 2011, an addendum was issued informing potential bidders that Tender #T-267-2010B was being cancelled.
- 2.10 Subsequent to the cancellation of this tender, a sole source contract C002117 (N-668-2011) with Miller Waste Systems was negotiated with an effective date of June 1, 2011. This contract expired on June 30, 2017.



- 2.11 On March 21, 2017, the Region issued RFT #T-267-2017 for the provision of transfer station(s) for the receipt, transfer and haulage of municipal non-hazardous solid waste and haulage to a designated site for the Region starting on July 1, 2017. Three bids were received from this RFT process, including from Miller Waste Systems, U-Pak and Waste Management of Canada. Waste Management of Canada submitted the lowest compliant bid and was subsequently awarded a contract for the work.

### **3. U-Pak v The Region of Durham Court Proceedings**

- 3.1 U-Pak filed a Statement of Claim against the Region of Durham on May 24, 2011. This was shortly after the cancellation by the Region of the procurement process for a waste transfer station. U-Pak claimed damages for lost profits as well as the cost of modifications made to their facilities to comply with the bid requirements. The amount of damages claimed in May 2011 was \$6,000,000 plus costs and interest.
- 3.2 In its claim, U-Pak alleged that their bid was fully compliant with the terms and conditions of the RFT, was the lowest bid and that the Region breached its contractual obligations to U-Pak arising from the RFT.
- 3.3 The Region retained outside counsel, Andrew Heal, to respond to the claim and on February 13, 2012 the Region filed a Statement of Defence in response to U-Pak's claim. In that defence, the Region stated, among other things, that the Region had the right to cancel the RFT, no compliant bids were received in response to the first Request for Proposal (RFP) and that no bids were received in response to the second RFT before it was cancelled.
- 3.4 Examinations for Discovery were held in July of 2014. Following the examinations for discovery a mediation was set with the plaintiffs for November 12, 2014. The parties were unable to reach a resolution. A second mediation was held on January 9, 2017. In advance of that mediation the parties exchanged expert's reports relating to some of the financial aspects of the plaintiffs' claim. The parties were unable to reach a final resolution at the mediation on January 9, 2017.
- 3.5 Currently this matter is set for a three week trial commencing October 1, 2018 and ending November 22, 2018. It is anticipated that a final procedural motion would be required at some time in the next 3 months. A Pre-Trial Conference is set for June 27, 2018.

### **4. Without Prejudice Confidential Settlement Discussions**

- 4.1 Subsequent to the above detailed events, there were settlement discussions that took place between the Region and U-Pak. The details of these discussions which resulted in a recommended settlement are further detailed in Confidential Attachment #1 to this report.

- 4.2 This report has been reviewed by the Finance Department, Legal Services and Legislative Services of the Corporate Services Department.

**Attachments**

Confidential Attachment #1: Proposed Negotiated Settlement (Provided Under Separate Cover)

Respectfully submitted,  
Original signed by

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S. Siopis, P.Eng.  
Commissioner of Works

Original signed by

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Jason Hunt  
Director of Legal Services

Recommended for Presentation to Committee

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Planning and Economic Development  
Report: #2018-COW-13  
Date: February 6, 2018

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**Subject:**

Decision Meeting Report

Renaming of Regional Road 57 in the Municipality of Clarington File: D20-07

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**Recommendations:**

That Committee of the Whole recommends to Regional Council:

- A) That Regional Road 57 within the limits of the Municipality of Clarington be renamed to Bowmanville Avenue;
  - B) That the street renaming by-law in Attachment #2 to Report #2018-COW-13 be passed; and
  - C) That a copy of the adopted by-law and Commissioner's Report #2018-COW-13 be forwarded to the Municipality of Clarington, Township of Scugog, Ministry of Transportation, Durham Region Police Services, Region of Durham Paramedic Services, and all other stakeholders, for information.
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**1. Purpose**

- 1.1 The purpose of this report is to recommend the passing of a by-law to rename Regional Road 57 within the municipal limits of Clarington to "Bowmanville Avenue". The new name would apply from the road's southern terminus near Highway 401 to the northern limit of the Municipality of Clarington (refer to Attachment 1).

**2. Background**

- 2.1 On March 20, 2017 Clarington Council passed a resolution requesting the Region to

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rename the portion of Regional Road 57 within the municipal limits of Clarington to “Bowmanville Boulevard”.

- 2.2 Regional Road 57 extends from just south of Highway 401, northerly through the Municipality of Clarington, through the Township of Scugog and terminating at the Region of Durham/City of Kawartha Lakes boundary. Through the Bowmanville Urban Area, portions of Regional Road 57 are recognized by the local road names Waverley Road and Martin Road. Historically, this has caused confusion for drivers unfamiliar with the area.
- 2.3 The street name “Bowmanville” has been included on the Region’s street name reserve list for use in Clarington.

### **3. Public Meeting and Submissions**

- 3.1 A notice of public meeting regarding the proposed street renaming was published in the appropriate newspapers and mailed to residents within 120 metres of Regional Road 57, within the limits of the proposed name change. The public meeting was held at the Committee of the Whole meeting on June 7, 2017. At that meeting four delegations were made from members of the public. Additionally, the Planning Division received 16 submissions regarding the proposed street name change.
- 3.2 Through the submissions made to the Planning Division and deputations at Committee of the Whole, members of the public noted their support for renaming the street, but advised that they were not in favour of the name “Bowmanville Boulevard”. Members of the public felt that the name did not recognize the hamlets or rural area in north Clarington, while others felt the name was too long. There were also concerns raised regarding the use of the proposed suffix “Boulevard”. One resident felt that a different name should be used altogether, “Lorne Potter Parkway”. Additionally, concerns were also raised regarding the costs to the Region, municipality and residents and businesses regarding the proposed name change.
- 3.3 Regional and Municipal Planning Staff discussed the public comments and felt that using the suffix “Avenue” instead of “Boulevard” would address many of the concerns. It was felt that the suffix “Avenue” would better identify the road as a major thoroughfare through Bowmanville and beyond.
- 3.4 Additionally, Clarington Staff have determined that in order to address some of the concerns related to the associated financial impact of the street renaming, affected residents and businesses will receive a goodwill payment of \$75 per residential address and \$200 per business address from the Municipality.

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#### **4. Consultation**

- 4.1 The proposed renaming of Regional Road 57 was circulated to a number of agencies, including the Durham Regional Police Services, Regional Works, Township of Scugog and the Ministry of Transportation.
- 4.2 The Ministry of Transportation (MTO) advised that the Municipality is responsible for all costs associated for the installation of new signs/support structures resulting from a street name change. However, MTO is currently undertaking a project to replace the ground mounted signs for the Waverley Road and Highway 401 interchange. By co-ordinating the timing of the name change with this project there is an opportunity to reduce costs to the Municipality.
- 4.3 Staff from the Regional Works Department have advised that it will cost the Region approximately \$12,000 to replace the existing Waverly Road, Martin Road and Durham Road 57 road signs with those that say "Bowmanville Avenue".
- 4.4 Staff at the Municipality of Clarington advised that they support using the name "Bowmanville Avenue" instead of "Bowmanville Boulevard".
- 4.5 There were no other comments from the circulated agencies on the proposed street name change.

#### **5. Conclusion**

- 5.1 The proposed renaming of Regional Road 57 to "Bowmanville Avenue" is recommended for approval.
- 5.2 It is also recommended that the by-law, as set out in Attachment 2 to this report be passed.

#### **6. Attachments**

Attachment #1: Location Sketch

Attachment #2: Street Renaming By-law

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Respectfully submitted,

Original signed by

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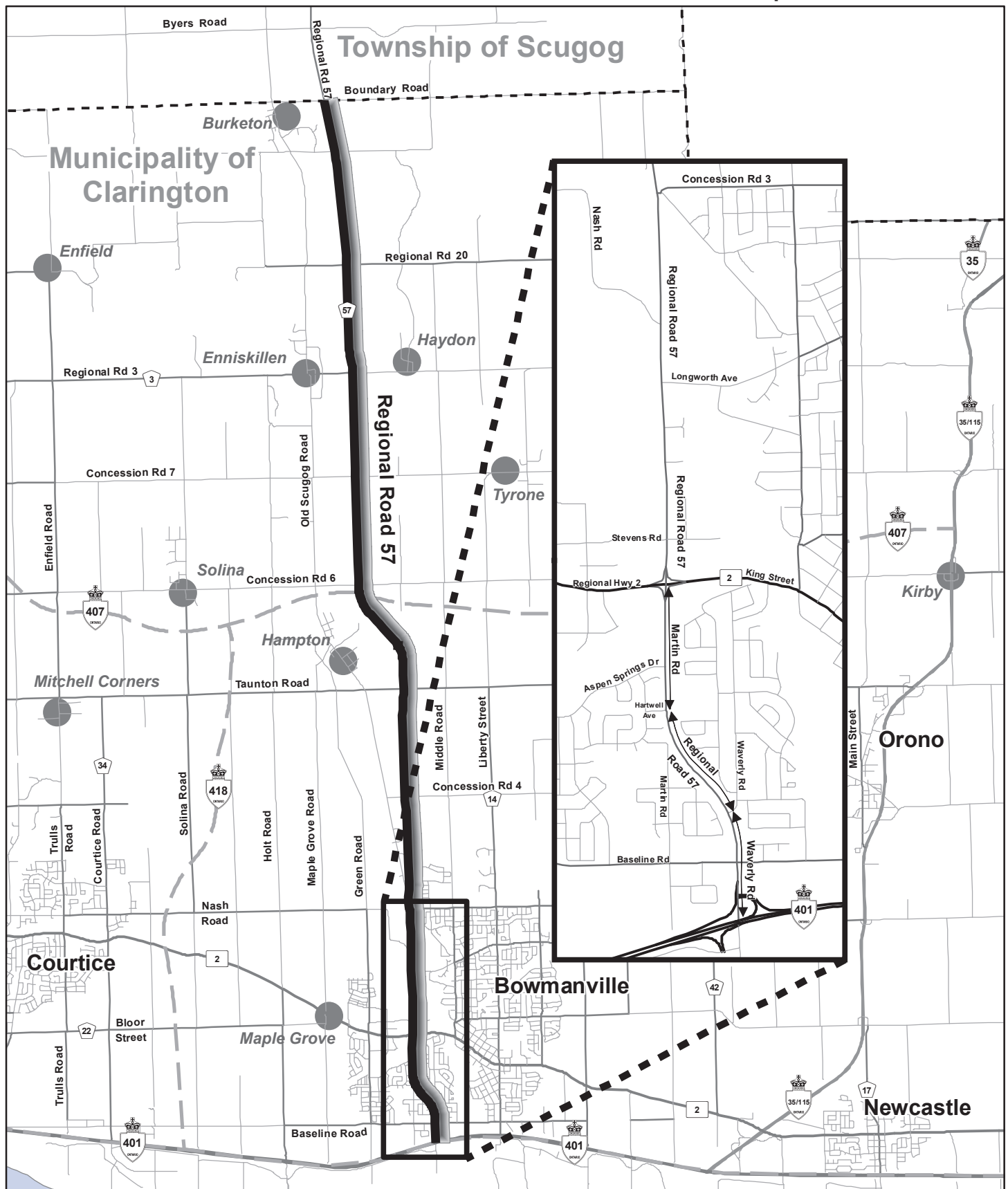
B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

Recommended for Presentation to Committee

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer



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**By-law Number \*\*-2018**  
**of The Regional Municipality of Durham**

Being a by-law to rename a portion of Regional Road 57, also known as Waverly Road and Martin Road in the Municipality of Clarington.

Whereas Regional Council deems it desirable to rename that portion of Regional Road 57 in the Municipality of Clarington.

Now therefore, the Council of The Regional Municipality of Durham hereby enacts as follows:

1. That the portion of existing Regional Road 57, currently designated as Waverly Road and Martin Road, starting from the Highway 401 interchange traveling north and ending at the intersection where it meets Boundary Road, which serves as the boundary between the Municipality of Clarington and Township of Scugog, be named "Bowmanville Avenue".
2. This by-law shall take effect on June 1, 2018

This By-law Read and Passed on the -----<sup>th</sup> day of -----, 2018.

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R. Anderson, Regional Chair and CEO

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R. Walton, Regional Clerk





# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Planning and Economic Development,  
Commissioner of Finance,  
Commissioner of Social Services  
Report: #2018-COW-18  
Date: February 6, 2018

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**Subject:**

Proposed regulations under the Planning Act related to inclusionary zoning, 2017 –  
Environmental Bill of Rights Registry #013-1977

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That Report #2018-COW-18 be endorsed and submitted to the Ministry of Municipal Affairs as Durham Region's response to Environmental Bill of Rights Registry #013-1977 regarding proposed regulations related to inclusionary zoning under the Promoting Affordable Housing Act, 2016.
- B) That the following comments be addressed by the Province when finalizing the proposed regulations:
  - i) Allow municipalities greater flexibility to address local housing needs, including affordable rental housing;
  - ii) Remove the mandatory offering of financial contributions by municipalities in order to implement inclusionary zoning;
  - iii) Allow municipal discretion to include or exempt purpose-built rental developments from the application of an inclusionary zoning by-law;
  - iv) Provide the ability for municipalities to establish the maximums for "unit set aside" and "offsite units" to serve the needs of their local housing markets;

- v) Clarify if both upper and lower tier municipalities will be required to update their Official Plans with enabling policies related to inclusionary zoning;
- vi) Participation by an upper tier municipality not be required in a two-tiered municipal structure, if a lower-tier municipality chooses to implement inclusionary zoning in their Official Plans.
- vii) If an upper tier municipality chooses to participate in inclusionary zoning, clarification regarding the following be provided:
  - Whether the upper and/or lower tier municipality is expected to prepare the requisite municipal assessment report prior to embarking on Official Plan and Zoning By-law amendments to implement inclusionary zoning;
  - The flexibility for upper and/or lower tier municipalities to mutually agree who is responsible for paying the 40% difference between average market price and affordable price for all affordable housing units;
  - How inclusionary zoning agreements would be structured between upper and lower tier municipalities, and how the proceeds related to the equity of an affordable housing unit could be shared among the parties; and
  - Whether the upper and/or lower tier municipality bears the burden of administration responsibilities over the life of the program, which can be upwards of 20+ years;
- viii) Provide background information and a rationale regarding the prescribed formula that requires municipalities to contribute 40% of the difference between the sum of the average market price for all the affordable housing units and the sum of the affordable price for all affordable housing units.

C) That a copy of Report #2018-COW-18 be forwarded to Durham's area municipalities.

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## **Report:**

### **1. Purpose**

- 1.1 The purpose of this report is to provide an overview of the Province's regulatory proposal related to inclusionary zoning and provide Durham Region's comments on the proposed regulations.
- 1.2 The Region, as an upper tier municipality, does not have the ability under the

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Planning Act to pass Zoning By-laws within its jurisdiction. Area municipalities are charged with this responsibility.

- 1.3 The deadline for submitting comments through the EBR was February 1, 2018. Staff forwarded a copy of this report in advance of the deadline to the Province as the Region's comments on the proposed regulations, pending Committee and Council endorsement.

## **2. Background**

- 2.1 The Promoting Affordable Housing Act, 2016 (Bill 7) was introduced on September 14, 2016 and received Royal Assent on December 8, 2016. Schedule 4 of Bill 7 amended the Planning Act to enable municipalities to adopt Official Plan policies and to pass Zoning By-laws related to inclusionary zoning. The legislation also enabled the Minister to make regulations under the Planning Act to provide direction on a variety of matters related to inclusionary zoning.

- 2.2 On June 16, 2016 the Region commented on the Environmental Bill of Rights Environmental Registry posting (EBR Posting 012-7616) for Schedule 4 of the Promoting Affordable Housing Act, 2016 – on inclusionary zoning (refer to Report 2016-J-23).

- 2.3 In general, Regional staff was supportive of the inclusionary zoning legislation. There were some concerns about ensuring that municipalities had flexibility to address local needs and conditions.

- 2.4 The following key issues and risks were emphasised in the report:

- Municipalities should be responsible for determining which measures and/or incentives they may offer to support the provision of affordable housing units through inclusionary zoning;
- Municipalities should be permitted to authorize the construction of affordable housing units on off-site lands;
- Program targets, inclusion rates and "affordable units" should be determined by the municipality based on housing priorities already identified in local housing and homelessness plans; and
- The Province should consider a role for service managers in the delivery and/or monitoring of inclusionary zoning for affordable housing units.

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### **3. EBR Posting**

3.1 On December 18, 2017, the Province proposed new regulations related to inclusionary zoning under the Planning Act. The [proposed regulations](#) were posted for a 45 day public review and comment period.

3.2 There are 9 sections in the proposed regulations:

- Prescribed Official Plan policies;
- Municipal Assessment Report;
- Provisions Required in Inclusionary Zoning By-laws;
- Affordability Period;
- Provisions Required in Inclusionary Zoning Agreements;
- Reporting by council of a municipality;
- Restrictions on off-site;
- Restrictions on use of s. 37;
- Developments or Redevelopments; and
- Community Planning Permit System.

### **4. Regional Affordable Housing Policies**

4.1 In Durham, renters face more affordability issues and have fewer housing options than homeowners. “Affordable rent for everyone” is the second goal of At Home in Durham, the Durham Region Housing Plan 2014-2024. The need for more affordable rental options, especially for low and moderate income households, was consistently identified as a priority issue in the community consultations and is the primary affordable housing challenge that Durham faces. At Home in Durham also highlighted the need to work in partnership with area municipalities. It states that the Region should explore options with area municipalities to support affordable home ownership.

4.2 In 2016, Regional Council established an eleven member Task Force to examine affordable and seniors’ housing issues within the Region. Building on the extensive consultations conducted for the development of At Home in Durham, the Task Force identified a number of strategies and actions to address two issues:

- a. the need for the creation of more affordable rental housing for low and moderate income households; and
- b. the need for more housing choices for seniors

- 
- 4.3 The Affordable Rental and Seniors Housing Task Force Report with 34 recommendations did not identify affordable home ownership, the subject of the regulatory proposal related to inclusionary zoning, as a key recommendation; rather the focus remained consistent with the Region's existing housing policies and the need for more affordable rental options.

## **5. Proposed Regulations**

- 5.1 It is not clear what the upper-tier municipality's role is, if any, in implementing inclusionary zoning.
- 5.2 Consistent with other recent Provincial EBR postings, this EBR posting does not include any draft regulations. Instead, the EBR posting provides a "plain language" summary of proposed regulatory content related to inclusionary zoning. This summary does not provide a complete understanding of the proposed draft regulations.
- 5.3 The regulatory proposal indicates that inclusionary zoning would be implemented by municipalities through Zoning By-laws. Municipalities would be required to update their Official Plans before implementing inclusionary zoning by-laws. The Official Plan would need to identify locations that are appropriate for inclusionary zoning by-laws.
- 5.4 The Official Plan must also identify an approach to setting an average market price for inclusionary zoning units. The average market price may vary across different locations and would be updated annually.
- 5.5 Municipalities would be required to prepare a municipal assessment report prior to adopting Official Plan policies. This report would contain information relating to current and projected trends for housing needs, including demographics, household characteristics, income, housing supply, and housing affordability analysis.
- 5.6 The assessment report would also include documentation relating to an analysis of the average market price for each proposed unit type that may be required to be provided as affordable housing units, taking into consideration location within the municipality.
- 5.7 The proposed regulations prescribe several provisions for municipalities that implement inclusionary zoning by-laws. Some of the key provisions include:
- The total number of affordable housing units cannot exceed 5% in most

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locations, and 10% in high density transit-station areas that have been defined in the Official Plan;

- The affordability period must be between 20 and 30 years. An agreement between the owner and the municipality would be required that defines the affordability period and determines how the proceeds related to equity would be shared between the owner and the municipality;
- The proposed regulations would require municipalities to provide incentives to developers to offset the cost of developing affordable units. The financial contribution would be equal to 40% of the difference between the market price and the affordable price; and
- If the development is on land that is subject to a community planning permit system, no further incentives would be required. In the absence of a community planning permit system, financial contributions could include a reduction of planning application fees, parking requirements, or development charges.

5.8 A report would be required every two years that documents the status of the affordable housing units.

5.9 Municipalities would have the authority to allow inclusionary zoning units on sites that are in proximity to the development. These off-site developments must be zoned for inclusionary zoning, and no more than 50% of the units in the off-site development may be inclusionary zoning units.

5.10 Section 37 of the Planning Act enables height and density bonusing in exchange for facilities, services or other matters. Section 37 would not apply to developments where inclusionary zoning is proposed.

5.11 Some developments would be exempt from inclusionary zoning by-laws including purpose-built rental and applications made by non-profit housing providers.

## **6. Financial Implications**

6.1 There have been no announcements related to Provincial capital funding associated with the proposed inclusionary zoning regulations. The cost of providing affordable units would be borne by municipalities and landowners/developers.

6.2 The Province has provided no direction or approach for determining affordable price

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within an inclusionary zoning area. This task would be determined by participating municipalities and included within their associated by-laws. Given that there may be no consistency among (or within) municipalities on the approach of calculating affordable price, the magnitude of financial incentives will vary substantially across and within municipalities.

- 6.3 There are administration costs associated with implementing inclusionary zoning, including the preparation of a municipal assessment report, preparing and executing agreements with developers, monitoring applicable affordable units over a 20-year affordability period and determining how proceeds from the sale of an affordable housing unit are to be shared between the municipality and the landowner. All costs associated with administering inclusionary zoning will be exclusively borne by municipalities.
- 6.4 No background information nor rationale has been provided regarding the prescribed formula that requires municipalities to contribute 40% of the difference between the sum of the average market price for all of the affordable housing units and the sum of the affordable price for all affordable housing units.
- 6.5 In addition, the proposed regulations would require a municipality to provide a 40% financial contribution through various financial incentives, including a reduction of planning application fees, parking requirements, or development charges. This may not reflect the local priorities for municipal investments and weaken municipal financial sustainability, especially with respect to the recovery of growth-related capital costs. Municipalities should have the autonomy to determine the level and approach of any incentives. Further, the regulation fails to recognize the inherent complexities of two-tier municipal governments. It remains unclear whether these proposed regulations would apply to upper tier municipalities.
- 6.6 Inclusionary zoning legislation should be voluntary for municipalities, since the proposed financial contribution may not be financially sustainable for a particular municipality, nor reflect the local priorities for municipal investments.
- 6.7 As such, the proposed regulations should be clarified to recognize any potential for voluntary participation by an upper tier municipality in a two-tiered municipal structure, including the ability of an upper tier municipality to not participate, if a lower-tier municipality chooses to implement inclusionary zoning policies in their Official Plans. If an upper tier municipality chooses to participate in incentives for inclusionary zoning, then the terms and conditions should be mutually agreed upon, including, but not limited to determination of proposed financial incentives, cost-

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sharing of the proposed financial incentives, definitions of market and affordable price, reporting, and administration responsibilities over the life of the program.

## **7. Comments on the Proposed Regulations**

- 7.1 The Region generally supports the implementation of inclusionary zoning; however, the effectiveness of the proposed regulations are inadequate for accomplishing the primary goals of At Home in Durham or the Affordable Rental and Senior's Housing Task Force Recommendations, which relate to rental housing for low and moderate income households.
- 7.2 In general, the proposed regulations are very prescriptive and focussed on home ownership, missing opportunities for affordable rental options. **It is recommended that the Province allow municipalities greater flexibility to address local housing needs, including rental housing. Further, it is recommended that the Province remove the mandatory offering of financial contributions by municipalities in order to implement inclusionary zoning.**
- 7.3 The regulatory proposal requires complex and burdensome administrative requirements that may further deter municipalities from adopting inclusionary zoning.
- 7.4 As stated earlier, zoning is exclusively an area municipal responsibility. The regulatory proposal does not clarify how the implementation of inclusionary zoning would work in a two-tier municipal structure. However, in order to support area municipalities that aim to implement inclusionary zoning, the Region could assist in the preparation of the required municipal assessment reports, and assist with developing a methodology for determining average market price and affordable price to ensure consistency and cost effectiveness.
- 7.5 The Region supports the proposed provisions that allow municipalities to permit inclusionary zoning units on lands located off-site. Off-site units could be directed toward strategic growth areas such as centres, corridors, along transit routes, or within priority neighbourhoods.
- 7.6 The regulatory proposal indicates that financial contributions would not be required for developments on land subject to a community planning permit system. Municipalities could consider developing a community planning permit system prior to implementing inclusionary zoning as a means of reducing the financial and administrative burden.
- 7.7 Durham's area municipalities will need to determine if encouraging affordable home



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ownership over other affordable housing options through inclusionary zoning, with the associated financial contributions, is achievable for their communities.

**7.8 It is recommended that the Province address the following comments in the finalization of the regulatory proposal:**

- a. **Clarify if both upper and lower tier municipalities will be required to update their Official Plans with enabling policies related to inclusionary zoning;**
- b. **Allow municipalities discretion to include or exempt purpose-built rental developments from the application of an inclusionary zoning by-law;**
- c. **Provide the ability for municipalities to establish the maximums for “unit set aside” and “offsite units” to serve the needs of their local housing markets;**
- d. **Participation by an upper tier municipality not be required in a two-tiered municipal structure, if a lower-tier municipality chooses to implement inclusionary zoning policies in their Official Plans;**
- e. **If an upper tier municipality chooses to participate in inclusionary zoning, clarification regarding the following be provided:**
  - **Whether the upper and/or lower tier municipality is expected to prepare the requisite municipal assessment report prior to embarking on Official Plan and Zoning By-law amendments to implement inclusionary zoning;**
  - **The flexibility for upper and/or lower tier municipalities to mutually agree who is responsible for paying the 40% difference between average market price and affordable price for all affordable housing units;**
  - **How inclusionary zoning agreements would be structured between upper and lower tier municipalities, and how the proceeds related to the equity of an affordable housing unit could be shared among the parties; and**
  - **Whether the upper and/or lower tier municipality bears the burden of administration responsibilities over the life of the program, which can be upwards of 20+ years;**
- f. **Provide background information and a rationale regarding the prescribed formula that requires municipalities to contribute 40% of the difference between the sum of the average market price for all of the affordable**

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**housing units and the sum of the affordable price for all affordable housing units.**

## **8. Conclusion and Next Steps**

- 8.1 The Region generally supports the implementation of inclusionary zoning. However, the effectiveness of the proposed regulations, being focussed on affordable home ownership, are inadequate for accomplishing the primary goals of the At Home in Durham or the Affordable Rental and Senior's Housing Task Force Recommendations related to rental housing for low and moderate income households.
- 8.2 The proposed municipal financial incentives may not reflect the local priorities for municipal investments and weaken municipal financial sustainability, especially with respect to the recovery of growth-related capital costs. Municipalities should have the autonomy to determine the level and approach of any incentives.
- 8.3 Further, the regulation fails to recognize the inherent complexities of two-tier municipal governments. The proposed regulations for inclusionary zoning should be revised to recognize voluntary participation by an upper tier municipality in a two-tiered municipal structure, including the ability of an upper tier municipality to not participate, if a lower-tier municipality chooses to implement inclusionary zoning policies in their Official Plans. If an upper tier municipality chooses to participate in incentives for inclusionary zoning, then the terms and conditions should be mutually agreed upon, including, but not limited to determination of proposed financial incentives, cost-sharing of the proposed financial incentives, definitions of market and affordable price, reporting, and administration responsibilities over the life of the program.
- 8.4 Municipalities should have discretion to exempt purpose-built rental developments from the application of an inclusionary zoning by-law.
- 8.5 Regional staff will continue to monitor and report back to Committee on any further legislative, regulatory, policy and program changes related to the implementation of inclusionary zoning.
- 8.6 It is recommended that this report be forwarded to the Ministry of Municipal Affairs as the Region's submission on the proposed regulations related to inclusionary zoning. A copy of this report will also be forwarded to the area municipalities for their information.

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Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

Original signed by

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R.J. Clapp, CA, CPA  
Commissioner of Finance

Original signed by

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H. Drouin  
Commissioner of Social Services

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Planning and Economic Development  
Report: #2018-COW-26  
Date: February 6, 2018

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**Subject:**

Pegasus Project - Establishing An Economic Development Partnership with Nuremberg, Germany

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**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

That Regional Council approve-in-principle that staff from the Planning and Economic Development Department initiate an Economic Development Partnership with the Nuremberg Metropolitan Region, Germany, to work together to promote investment and trade between Durham Region and Nuremberg, and build foreign direct investment prospects.

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**Report:****1. Background**

- 1.1 In 2016, Regional Council approved the engagement of consulting services from Pegasus Partners LLC ("Pegasus"), whose main business is helping German companies establish their footprint in North America, and helping North American companies establish export and trade partnerships with German companies. As part of this consulting contract, Pegasus identified three regions in Germany for potential economic partnerships with Durham, and organized an investment mission for Regional economic development staff which took place in November of 2017. The main purpose of this investment mission was to visit each of the three candidate regions and determine the best match for a future economic development partnership with Durham Region.

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- 1.2 Regional Council approved \$72,000 for the Pegasus project from the 2016 Economic Development and Tourism budget, (see Commissioner's Report #2016-COW-32). \$50,000 came from the Durham Economic Development Partnership (DEDP) budget, and \$22,000 came from the Economic Development and Tourism Division's business development program.

## **2. Economic Development Alliance with Nuremberg, Germany**

- 2.1 Pegasus identified the Regions of Cologne-Bonn; Neckar-Alb; and Nuremberg Metropolitan Region as potentially suitable options for entering into an Economic Development Partnership. An Economic Development Partnership is an informal relationship between the Economic Development staff of each Region to work collaboratively to create and foster long-term relationships for the purpose of promoting investment and trade between businesses in both Durham Region and Nuremberg.
- 2.2 The DEDP was engaged in this process throughout. The November 2017 exploratory mission to these candidate regions included the Director of Economic Development and Tourism; the Manager of Investment Attraction; the Department Chair of Automotive, Mechanical and Manufacturing Engineering at UOIT; and the Owner/President of Cleeve Technologies.
- 2.3 The Durham delegation held a total of 26 meetings with business executives and department heads of educational and research institutions, government departments and economic development associations. The types of opportunities that presented themselves included enhanced ties to government; development of a pipeline of foreign direct investment prospects; enabling trade opportunities for Durham businesses; and creating partnership opportunities for Durham's educational institutions and tourism development.
- 2.4 At the conclusion of the mission, the delegation evaluated the potential fit of each of the three German regions and unanimously selected Nuremberg Metropolitan Region as the one with which to build a greater economic development partnership. This conclusion is based on the level of support and interest received from Nuremberg's regional government, staff and industry associations; the quantity and fit of existing businesses for future potential investment and trade opportunities for Durham businesses; and the level of interest from, and potential for, educational cooperation with colleges and universities.

- 
3. The Nuremberg Metropolitan Region is centrally located within Germany and is a major economic driver of the country's economy, (see Attachment #1). It has a population of approximately 3.5 million residents, with 1.9 million employees. Nuremberg is home to 170,000 businesses, and has a GDP of C\$200 billion. It is an excellent fit with Durham's key priority sectors, boasting strength in four complimentary areas: smart energy, healthcare innovation, manufacturing excellence, and innovative technology.

#### **4. Financial Implications**

- 4.1 To establish and maintain an economic development partnership with Nuremberg, an annual investment mission to Germany, as well as hosting German business and government delegations, will be required. The necessary funds for this program are still being calculated, and final authorization to proceed will be requested once the cost estimate has been finalized.

#### **5. Conclusion and Next Steps**

- 5.1 In the coming months, staff will commence to advance the economic development partnership with the Nuremberg Metropolitan Region. A formal request to proceed will be sought from Regional Council once further financial information is received from Pegasus, and once a similar resolution from Nuremberg, expressing its interest in a future partnership, is received.

#### **6. Attachments**

Attachment #1: Map of Nuremberg Metropolitan Region

Respectfully submitted,

Original signed by

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B.E. Bridgeman, MCIP, RPP  
Commissioner of Planning and  
Economic Development

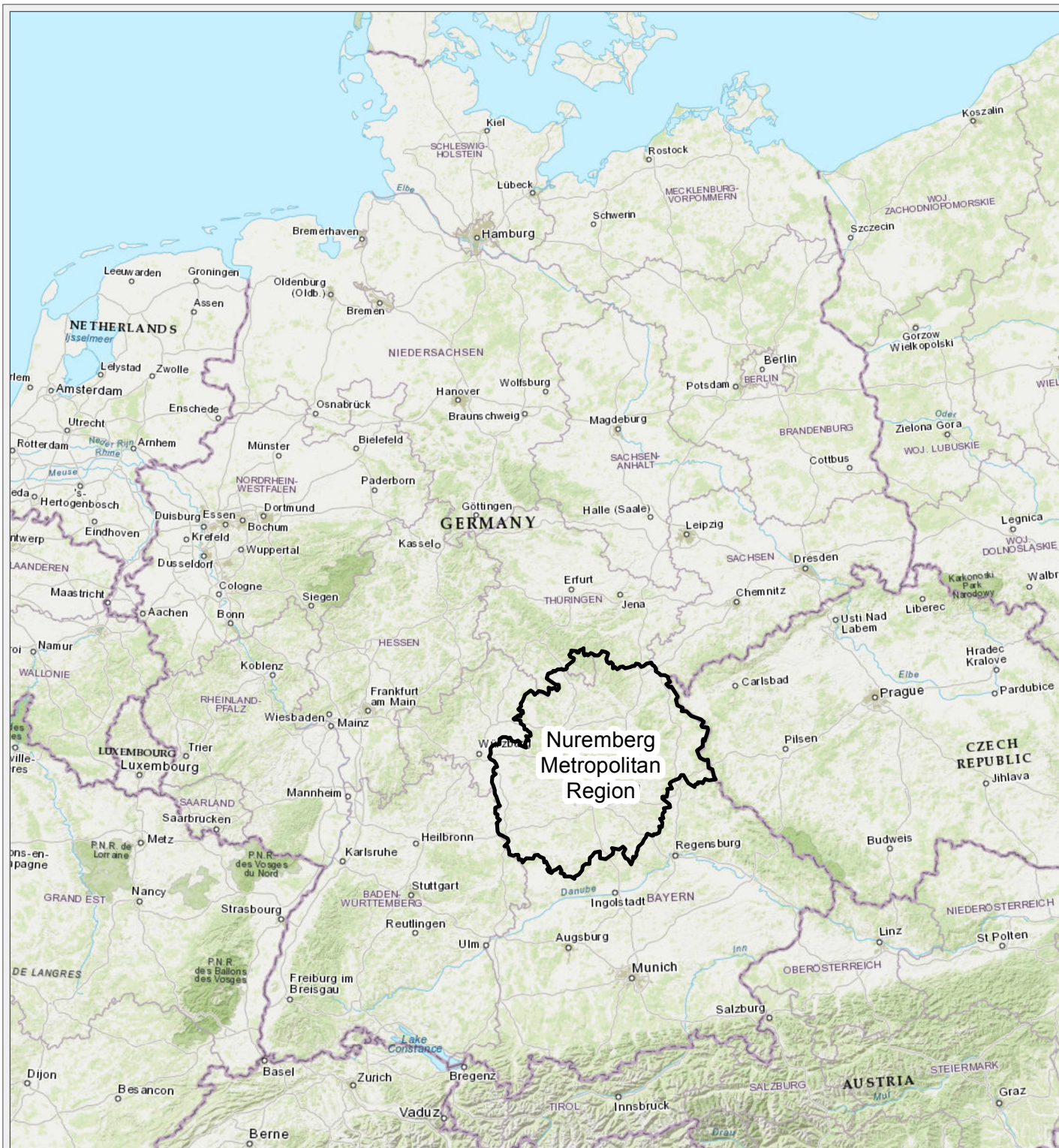
Recommended for Presentation to Committee

Original signed by

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G.H. Cubitt, MSW  
Chief Administrative Officer





## Map of Nuremberg Metropolitan Region

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Kilometres



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**Data Sources:**  
Nuremberg Metropolitan Region - Overview Maps of Municipalities in Germany, August 2017.  
Base Map - Esri, 2018.



Thinking  
beyond  
the box

Stewardship Ontario

Region of Durham  
605 Rossland Rd. East  
Whitby ON  
L1N 6A3

C.S. - LEGISLATIVE SERVICES

Original
To: CIP ✓
Copy
To: R. Anderson ✓
S. Soper ✓
J. Clapp ✓
C.C. S.O.C. File
Take Appr. Action

2-1-3-18-10-7012  
CIP 6.1

**RE: Industry funding for Municipal Blue Box Recycling for the third quarter of the 2017 Program Year**

December 31, 2017

Dear Mayor and Members of Council:

Packaging and printed paper companies, represented by Stewardship Ontario, fulfill their responsibilities to fund 50% of the net cost of the Blue Box Program by making cash payments to municipalities and First Nations on a quarterly basis.

The Resource Productivity and Recovery Authority (RPRA) determined that payments to municipalities will be based on a 2017 funding obligation of \$123,669,745. This represents an increase of 1.74% over 2016. RPRA provided further details with respect to the RPRA Board's determination of the 2017 obligation in a report on their website ([www.rpra.ca](http://www.rpra.ca)).

Stewardship Ontario is pleased to provide payments to municipalities in accordance with the RPRA Board's decision.

On behalf of Stewardship Ontario, I want to thank you for your ongoing dedication to waste diversion and resource recovery.

Sincerely,

David Pearce  
Supply Chain Officer  
Stewardship Ontario





# The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Works  
Report: #2018-COW-20  
Date: February 6, 2018

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**Subject:**

Energy from Waste-Waste Management Advisory Committee Membership Extension (2018)

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That the membership to the Energy from Waste-Waste Management Advisory Committee be extended by one year to the end of 2018; and
  - B) That Municipality of Clarington staff and Energy from Waste-Waste Management Committee members be advised of Regional Council's decision.
- 

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to obtain approval for the Energy from Waste-Waste Management Advisory Committee (EFW-WMAC) resolution that the current term of the EFW-WMAC be extended by one year to the end of 2018 so that the Terms of Reference can be revised to a four year term length coinciding with Regional Council's term.

**2. Background**

- 2.1 The EFW-WMAC was created to act in an advisory role to the Regional Municipality of Durham's (Region) Works Committee on issues or concerns which arise with waste diversion, waste management, environmental performance and monitoring of the EFW facility, including the construction and operational phases. The EFW-WMAC is comprised of volunteers from Durham appointed by Durham Regional Council and the Municipality of Clarington (Clarington) Council. The EFW-WMAC commenced meeting in 2011.

- 2.2 The EFW-WMAC Terms of Reference state that members are currently appointed for a two year term to a maximum of three consecutive terms.

### **3. Conclusion**

- 3.1 The EFW-WMAC resolution proposed that the current term of members be extended by one year to the end of 2018 and that the Terms of Reference be revised so that the committee's term can be extended to four (4) years to coincide with Regional Council's term.
- 3.2 The Municipality of Clarington has recommended that the EFW-WMAC resolution be approved for the members representing Clarington (Attachment #1).

### **4. Attachments**

Attachment #1: Resolution #C-324-17 from the Municipality of Clarington dated December 11, 2017, regarding 'Regional Municipality of Durham – Request to extend the current EFW-WMAC term to end of 2018' including EFW-WMAC's resolution dated November 23, 2017, regarding 'Consideration by EFW-WMAC members for an extension to the current EFW-WMAC term into 2018'

Respectfully submitted,

#### **Original signed by**

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S. Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

#### **Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer



December 12, 2017

George Rocoski, Chair  
Waste Management Advisory Committee  
Via Email: [grocoski1204@rogers.com](mailto:grocoski1204@rogers.com)

**Re:** Region Municipality of Durham – Request to extend the current  
Energy From Waste – Waste Management Advisory Committee  
Term to end of 2018

**File Number:** AA.18.07 EN

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At a meeting held on December 11, 2017, the Council of the Municipality of Clarington approved the following Resolution #C-324-17:

That the presentation of George Rocoski, Chair, and Paul Ankrett, Vice Chair, Energy From Waste-Waste Management Advisory Committee, regarding the Energy From Waste – Waste Management Advisory Committee Annual Report, be received with thanks;

That Correspondence Item 9.1 from the Region of Durham be endorsed by the Municipality of Clarington; and

That notwithstanding the Terms of Reference, that the current Clarington members term of the Energy from Waste – Waste Management Advisory Committee, be extended by one year to the end of 2018.

Accordingly, please find enclosed Correspondence Item 9.1 from the Region of Durham.

Yours truly,

A handwritten signature in purple ink, appearing to read "C. Anne Greentree", written over a horizontal line.

C. Anne Greentree, B.A., CMO  
Municipal Clerk

AG/lp

c: Paul Ankrett, Vice Chair, Waste Management Advisory Committee  
Melody Smart, Region of Durham  
Sarah Penak, Region of Durham



# Direction Memorandum

**TO:** Regional Chair and Members of the Committee of the Whole

**FROM:** Sarah Penak, Committee Clerk  
Legislative Services

**DATE:** November 27, 2017

**RE:** Direction as per minutes of:

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**ENERGY FROM WASTE –  
WASTE MANAGEMENT  
ADVISORY COMMITTEE**

**November 23, 2017**

**ITEM 7.A)**

**7. Administrative Matters**

- A) Consideration by EFW – WMAC members for an extension to the current EFW – WMAC term into 2018
- 

Moved by P. Nelson, Seconded by E. Collis,  
That we recommend to Committee of the Whole for  
approval and subsequent recommendation to  
Regional Council:

That notwithstanding the Terms of Reference, that the current  
term of the Energy from Waste – Waste Management Advisory  
Committee be extended by one year to the end of 2018.

CARRIED

**Sarah Penak**

Committee Clerk

- c: S. Siopis, Commissioner of Works  
M. Smart, Administrative Assistant, Works Department



# The Regional Municipality of Durham Information Report

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From: Commissioner of Works  
Report: #2018-INFO-13  
Date: January 26, 2018

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**Subject:**

Lead Water Service Connections

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**Recommendation:**

Receive for information.

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**Report:**

**1. Purpose**

- 1.1 This report addresses the issues raised by Ms. Amanda Rose in her delegation made at the Committee of the Whole meeting of January 10, 2018, related to lead water service connections at 16 Queen Street in the Town of Ajax (Ajax).

**2. Background**

- 2.1 Prior to the mid-1950s, most water service connections were constructed of lead or galvanized iron. Detailed records and information for older developments are not available and may have not existed prior to 1974 when the Regional Municipality of Durham (Region) was formed.
- 2.2 In 2017, the Region established a lead service replacement program in order to address lead water connections found within the existing water distribution system. The 2017 approved Water Supply Capital Budget included an allowance of \$0.8 million in funding for lead water services connections.

- 
- 2.3 When a lead water service connection is discovered on public property as a result of a leak, infrastructure maintenance or rehabilitation, notification is provided to the property owner of the lead water service connection. The notification includes instructions for replacing the lead service pipe, an offer for a free lead test, a reference to the Region's Health Department publication, "Facts About: Lead in Drinking Water" and contact information for additional details or questions. If the property owner chooses to replace the privately owned portion of the lead service pipe, the Region will replace the portion on public property.
  - 2.4 Following all lead water service replacements, a pitcher and filters are provided to the property owner. The filter is NSF 53 certified to remove lead and is to be used for six months following the replacement of the water service connection. Flushing instruction and an additional offer for lead testing are offered in a follow up letter after the water service replacement.
  - 2.5 Regional staff have identified locations in the Region that have the potential of lead water services on both the public and private side of the property line. In order to estimate the total number of potential lead water services across the Region criteria was developed based on the age of structures as well as the age of watermain (established prior to mid-1950s). The Region's Asset Management Program for watermain replacement has been prioritized to target areas with known lead service connections. The budgets for these watermain replacement projects will include funding for the replacement of any lead water service connections on public property.
  - 2.6 At the time of construction, residents and homeowners are being advised of the plan to replace the public portion of their service connection to give them an opportunity to replace the private section within a similar timeframe to minimize the disruption to their property.
  - 2.7 Staff have also provided notification to property owners having a lead or galvanized iron water service connection identified through water meter replacement. In 2017, approximately 700 notification letters were distributed to property owners.

### **3. 16 Queen Street - Ajax**

- 3.1 In October of 2017, Ms. Rose contacted the Works Department to notify staff that she was replacing the lead water service pipe at 16 Queen Street, in Ajax. Staff responded by providing the lead water service connection notification describing the replacement process as well as a pitcher and filters for immediate use. Works Department staff began to prepare for the installation of a new water service connection.

- 
- 3.2 In most instances, the curbstop (water service shut off valve) is located at the property line. At 16 Queen Street, however, the curbstop is located on private property beside the house within the driveway. The Region's standard practice in cases such as this is to re-locate the curbstop to property line and replace the lead service from property line to the watermain, located within the public right of way. An illustration of a typical water service can be found in the Water Supply Systems By-Law (By-Law 89-2003) (Attachment #1). The remaining lead service pipe on private property would be the homeowner's responsibility.
- 3.3 The water service at 16 Queen Street is a "Y" type connection shared with the adjacent house at 14 Queen Street (Attachment #2). The curbstop for 14 Queen Street is located in an unpaved area approximately the same distance onto the property as the curbstop at 16 Queen Street. Since the water service is constructed from lead, it cannot be traced to determine where the "Y" is located.
- 3.4 A lead water service connection notification was provided to 14 Queen Street. The notification also included information regarding the scheduled replacement of the lead service connection to 16 Queen Street.
- 3.5 In late October, Works Department staff installed new water service connections from the watermain to the property line at 14 and 16 Queen Street. Due to the "Y" type connection shared between 14 and 16 Queen Street, the lead water service was left in place to service 14 Queen Street.
- 3.6 To date, the owner of 14 Queen Street has decided to maintain the existing water service for the property.
- 3.7 Following the installation of new service connections to 14 and 16 Queen Street, staff sent potential lead service notifications to 46 properties in the area identified on Attachment #3.
- 3.8 Ms. Amanda Rose has requested that the Region reimburse her cost for replacing the "service pipe" for her home at 16 Queen Street. Regional staff have advised her that based on the existing water system by-law, the consumer is responsible for the replacement of the service pipe on private property.

#### **4. Conclusion**

- 4.1 The Regional Municipality of Durham's Lead Service Replacement Program is designed to address the potential issue of lead in the water distribution system. The program has been developed in consultation with other municipalities and using the findings and recommendations of recent research and US EPA reporting. The Regional Municipality of Durham has received approximately 58 responses from notifications.

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**5. Attachments**

Attachment #1: Illustration of a typical water service described within the Water Supply Systems By-Law (By-Law 89-2003)

Attachment #2: Drawing of Water Service shared between 14 and 16 Queen Street

Attachment #3: Location Map of Potential Lead Service Notifications

Respectfully submitted,

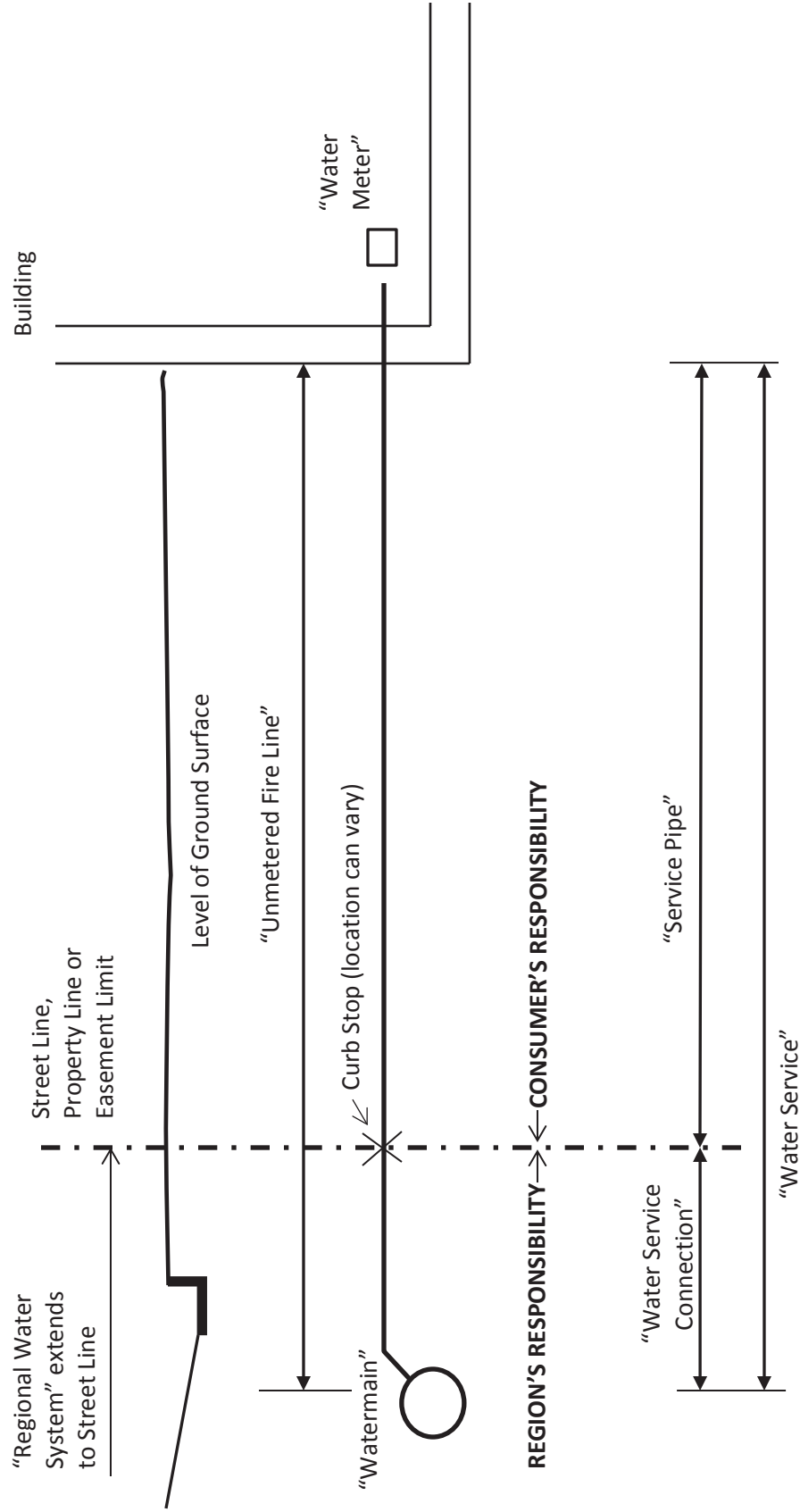
**Original signed by**

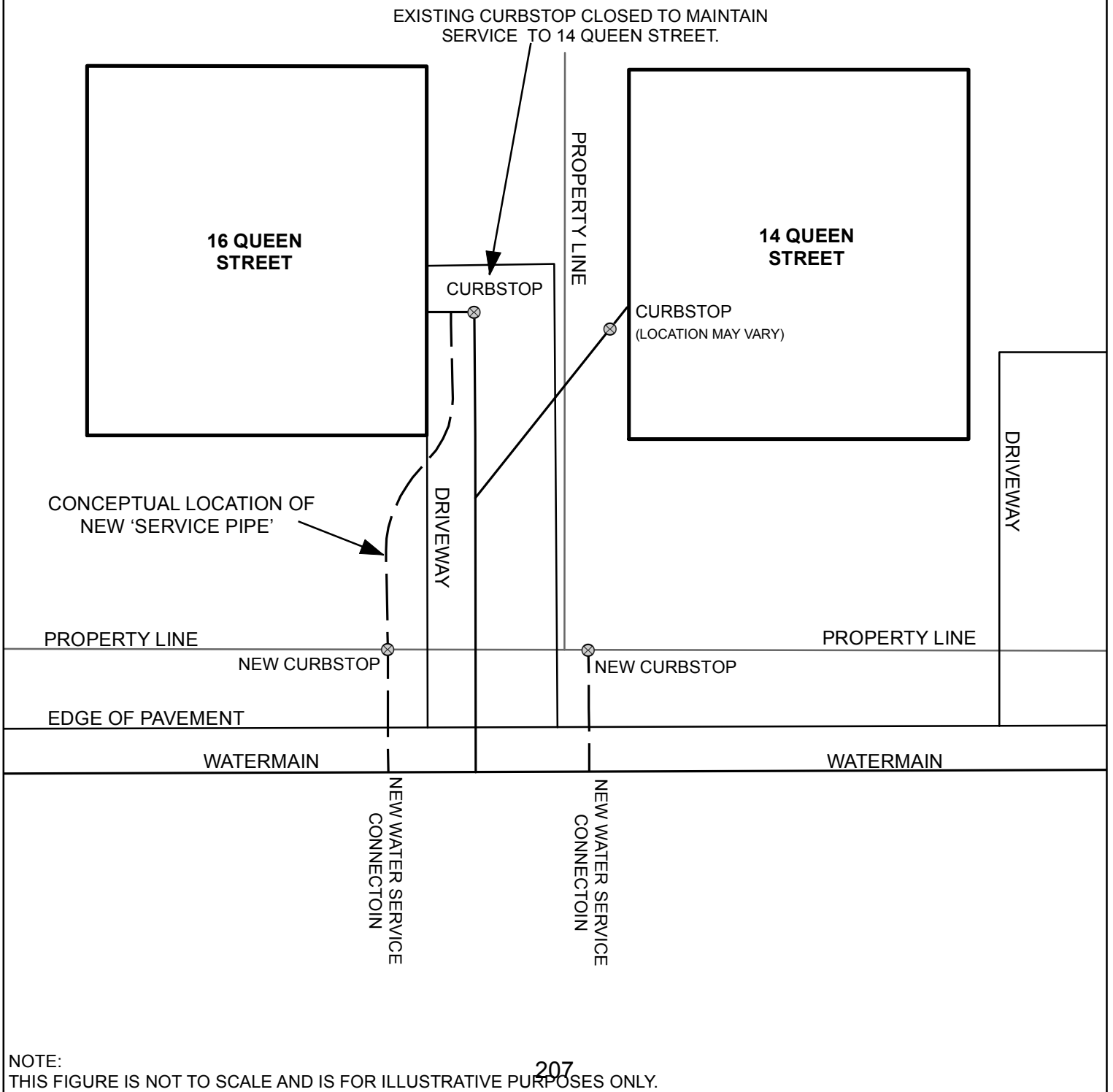
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Susan Siopis, P.Eng.  
Commissioner of Works



ILLUSTRATION OF WATER SYSTEM BYLAW DEFINITIONS





LOCATION PLAN





## The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Works  
Report: #2018-COW-12  
Date: February 6, 2018

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### **Subject:**

Declaration of Lands as Surplus and Approval to Exchange Lands with the City of Pickering and The Regional Municipality of York at 1250 Barnwood Square and Liverpool Road at Finch Avenue, in the City of Pickering

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### **Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) The property, being Parts 3 and 4 on 40R-29193 and Part 6 on 40R-29446 in the City of Pickering be declared surplus;
  - B) That Part 3 on 40R-29193 be conveyed to the Regional Municipality of York for a nominal sum;
  - C) That Part 4 on 40R-29193 and Part 6 on 40R-29446 be conveyed to the City of Pickering for a nominal sum; and
  - D) Regional staff take all steps required to complete the transfers as detailed in Recommendations B and C, and that the Regional Chair and Regional Clerk be authorized to execute any documents required to complete the conveyances.
- 

### **Report:**

#### **1. Purpose**

- 1.1 The purpose of this report is to declare portions of land owned by the Regional Municipality of Durham (Durham) surplus to Durham's requirements and to transfer these lands to the Regional Municipality of York (York) and to the City of Pickering (Pickering) in accordance with the recommendations contained in this report.

## **2. Background**

- 2.1 The York-Durham Sewage System (YDSS) conveys and treats sewage from approximately 90 per cent of York residents, as well as the urban areas of the Pickering and the Town of Ajax (Ajax). The combined flows from both Durham and York (Regions) are conveyed to the Duffin Creek Water Pollution Control Plant (WPCP), in Pickering, for treatment. Operation and maintenance costs for the YDSS are shared by Durham and York on a user-pay principal, therefore, respective costs are based on utilization by the Regions. Utilization by each Region is determined through monitoring and recording of sewage flows. As part of the new Southeast Collector Project (SEC), new metering facilities at the Finch Sanitary Sewage Pumping Station (SSPS) and at the Central Duffins Collector (CDC) were built by York, for Durham, in order to determine sewage flows for these inputs to the updated YDSS.
- 2.2 The new Finch SSPS meter building was constructed on the existing Finch SSPS property located at 1250 Barnwood Square, Pickering, which is near the intersection of Finch Avenue and Liverpool Road. This property is jointly owned by the Regions.
- 2.3 Adjacent to the Finch SSPS, a new shaft, and associated equipment, was built as part of York's new SEC on 1256 Barnwood Square. This land is owned by York.
- 2.4 Between the properties at 1250 and 1256 Barnwood Square, there is a municipal walkway owned by Pickering. A minor realignment is proposed for this walkway by Pickering which will extend onto the Regions' property at 1250 Barnwood Square. A sliver of land will remain after the realignment which will be transferred to York to consolidate with their property at 1256 Barnwood Square.
- 2.5 The CDC metering facility was built adjacent to Valley Farm Road south of Bloomfield Court. This pie-shaped piece of land is a former right-of-way currently owned by Pickering. The Valley Farm Road allowance to the immediate east of the CDC metering facility is owned by Durham. However, Valley Farm Road is operated by Pickering as a municipal roadway.
- 2.6 In order to have land ownership accurately reflect assets owned by Durham, York, and the City, a land exchange was proposed.

## **3. Discussion**

- 3.1 Durham's By-law Number 52-95 establishes the procedures governing the sale of real property. The initial step in the disposal process is a declaration that the real property is surplus to Durham's requirements. Staff in the Works Department has confirmed that Durham has no requirement for these lands, and it should be declared surplus to Durham's needs.

- 3.2 The properties will be transferred to York and Pickering directly for a nominal sum, as shown on Attachments #1 and #2. Attachment #1 reflects the transfer of land to Pickering and to York resulting from the realigned walkway between 1250 and 1256 Barnwood Square. Attachment #2 reflects the transfer of land to Pickering at Valley Farm Road and Finch Avenue.
- 3.3 Once the lands have been declared surplus, Regional staff will take the requisite steps needs to complete the transfers.

#### **4. Conclusion**

- 4.1 Regional Municipality of Durham staff recommends that Part 3 on 40R-29193 be declared surplus to the Regional Municipality of Durham's needs and be conveyed to the Regional Municipality of York for a nominal sum. Additionally, Part 4 on 40R-29193 and Part 6 on 40R-29446 should be declared surplus to the Regional Municipality of Durham's needs and be conveyed to the City of Pickering for a nominal sum.
- 4.2 This report has been reviewed by the Legal Services Division of the Corporate Services Department.

#### **5. Attachments**

- Attachment # 1: 1250 and 1256 Barnwood Square land exchange, in the City of Pickering
- Attachment # 2: Finch Avenue at Valley Farm Road land exchange, in the City of Pickering

Respectfully submitted,

#### **Original signed by**

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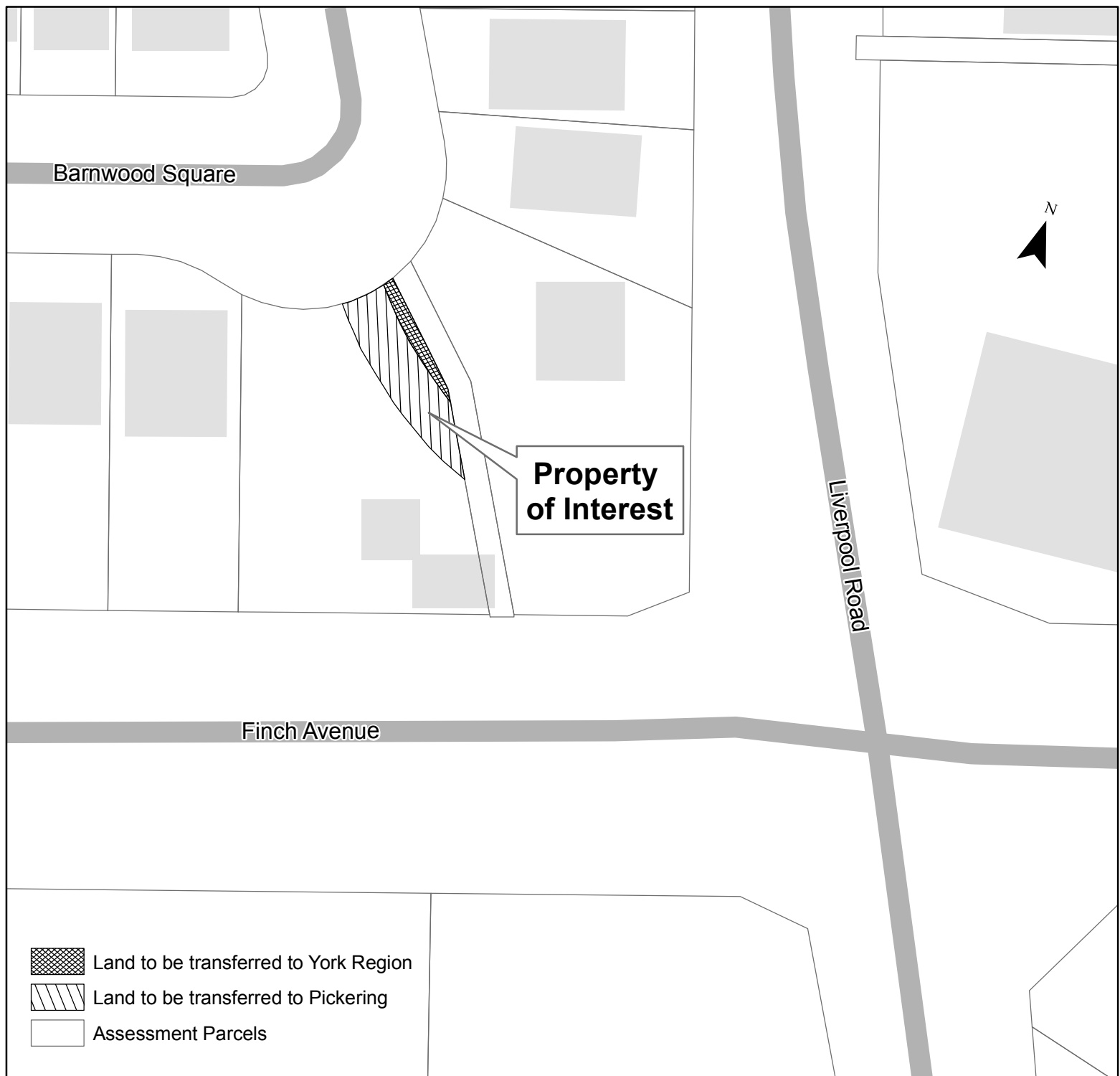
S. Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

#### **Original signed by**

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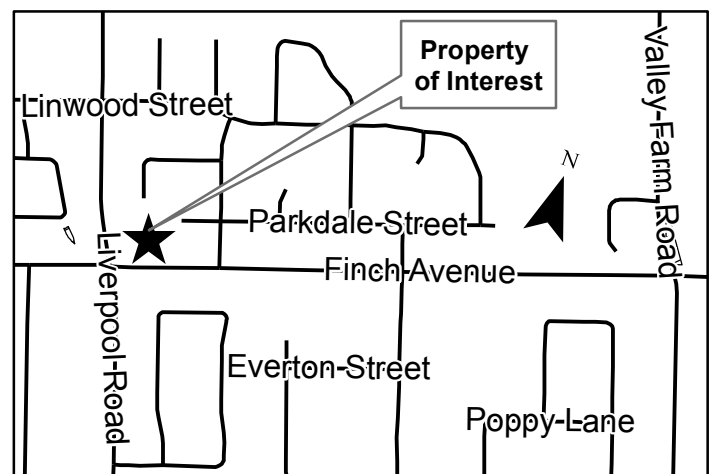
G.H. Cubitt, MSW  
Chief Administrative Officer

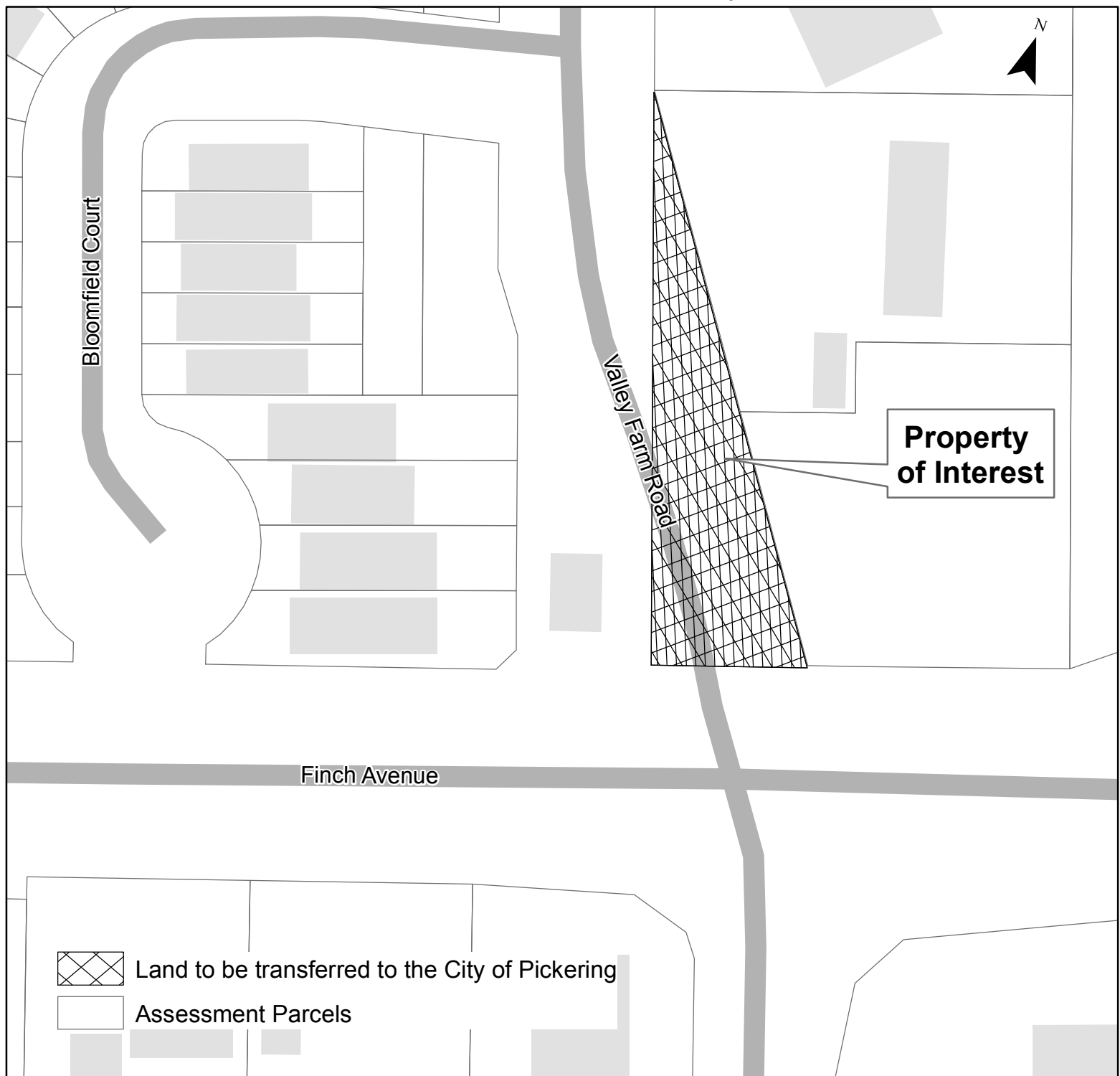


# **Attachment #1** **1250 and 1256 Barnwood Square** **Land Exchange in the** **City of Pickering**



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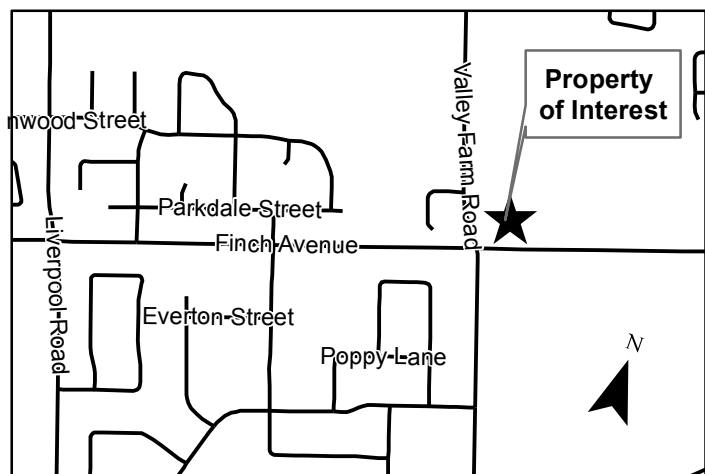




## Attachment No. 2: Finch Avenue at Valley Farm Road Land Exchange in the City of Pickering



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GIS Data: Produced by Durham Region GIS Services, 2012.  
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# The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioners of Works  
Report: #2018-COW-16  
Date: February 6, 2018

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**Subject:**

Award of Request for Proposals #416-2017 for Vacuum Excavation Services  
Registry for Work at Various Locations within the Regional Municipality of Durham

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**Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That Request for Proposals #416-2017 be awarded to the five (5) selected contractors listed below to form the registry for the provision of vacuum excavation services having an estimated value of less than \$125,000 per project, for the period of three years from the date of award:
- Spring Grove Enterprises Ltd
  - Badger Daylighting LP
  - Multi Vac Services Ltd.
  - Sewer Technologies Inc.
  - Wessuc Inc.
- B) That the Commissioner of Finance be authorized to execute the necessary agreements.
- 

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to provide details and seek authorization to award Request for Proposal (RFP) #416-2017 to the selected contractors listed in this report to form the registry for the provision of vacuum excavation services having an estimated value of less than \$125,000 per project. The registry will remain in

effect for the period of three years from the date of award, in accordance with the terms and conditions of the RFP.

## **2. Background**

- 2.1 The Regional Municipality of Durham (Region) has established competitively bid service registries for more than 16 years, which have been utilized to perform various infrastructure related construction projects quickly and cost effectively.
- 2.2 For work estimated at less than \$125,000, a contractor can be quickly engaged in accordance with the contract and the Region's Purchasing By-law. Once projects are assigned, payment is made on the basis of the successful completion of the work and rates competitively bid during the RFP process.

## **3. Request for Proposal #416-2017**

- 3.1 RFP #416-2017 for the provision of vacuum excavation services less than \$125,000, was issued on October 18, 2017, and advertised publicly through the Region's website with a notice sent to known contractors.
- 3.2 The RFP closed on November 28, 2017. Thirteen proposals were received from the following firms of which 11 were deemed compliant:

- Accuworx Inc.
- Badger Daylighting LP
- Brass Inc.
- GFL Environmental Inc.
- Lonestar
- Multi Vac Services Ltd.
- 1460973 Ontario Inc. O/A C.P. Systems
- PGC Services Inc.
- Powerline Plus Ltd.
- Re-Eco Tech Conversion Technologies Ltd.
- Sewer Technologies Inc.
- Spring Grove Enterprises Ltd
- Wessuc Inc.

- 3.3 The evaluation team was comprised of staff from the Region's Works Department including representatives of Maintenance Operations and Construction. The Purchasing Section of the Finance Department oversaw the evaluation process.
- 3.4 The proposals were evaluated against the following evaluation criteria:
- Relevant Company Background and Experience (10 %);
  - Staff and Key Personnel Qualifications and Experience (10 %);
  - Capacity, Vehicles, and Equipment (25 %);
  - Quality Control/Project Management Service Delivery (15 %);
  - Pricing (40 %); and
  - References (Pass/Fail).
- 3.5 The RFP allowed for selection of up to five (5) of the highest combined point scoring respondents.
- 3.6 As a result, the evaluation team recommends the following five (5) contractors for the provision of vacuum excavation services less than \$125,000\* as stipulated in RFP #416-2017.
- Spring Grove Enterprises Ltd.
  - Badger Daylighting LP
  - Multi-Vac Services Ltd.
  - Sewer Technologies Inc.
  - Wessuc Inc.

#### **4. Financial Implications**

- 4.1 Section 10.4 of the Region's Purchasing By-law #68-2000 (Amended) requires the approval of the Committee of the Whole and Regional Council for the award of contracts where proposals are used and the total value will exceed \$125,000\*.
- 4.2 Financing for services procured from the vacuum excavation services registry will be available from the approved operating and capital budgets of the various departments and projects requiring vacuum excavation services.

## **5. Conclusion**

- 5.1 It is recommended that Request for Proposals #416-2017 be awarded to the five (5) contractors listed within this report to form the Regional Municipality of Durham's Vacuum Excavation Services Registry for a term beginning upon Council approval, and ending three years thereafter, in accordance with the terms and conditions of the Request for Proposals.
- 5.2 This report has been reviewed by the Finance Department and the Commissioner of Finance concurs with the financial recommendations.

Respectfully submitted,

### **Original signed by**

---

S. Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

### **Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Works  
Report: #2018-COW-17  
Date: February 6, 2018

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**Subject:**

Approval of Request for Pre-Qualification #1145-2017 for General Contractors for Recoating of All Levels of the Parking Garage at Regional Headquarters in the Town of Whitby

---

**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

- A) That in accordance with Request for Pre-Qualification #1145-2017, the following contractors be pre-qualified for the tendering of the Recoating of All Levels of the Parking Garage at Regional Headquarters in the Town of Whitby (Regional Tender T-1001-2018):
- Can Mar Contracting Limited
  - Complete Concrete Restoration Limited
  - Delbridge Contracting Limited
  - Eagle Restoration Inc.
  - Palmark Construction Limited
  - Structural Contracting Limited; and
- B) That the tender documents for the Recoating of All Levels of the Parking Garage at Regional Headquarters be issued and awarded only to the above noted contractors.

**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to obtain approval for the pre-qualification of general contractors for the Regional Municipality of Durham (Region) Parking Garage Recoating project located at Regional Headquarters, 605 Rossland Road East, in the Town of Whitby (Whitby).

**2. Pre-Qualification of General Contractors**

- 2.1 The Request for Pre-Qualification (RFPQ) #1145-2017 for General Contractors was issued on October 30, 2017, and closed on November 23, 2017.
- 2.2 Nineteen (19) responses were received and evaluated by the Evaluation Committee comprised of staff from the Region's Works Department and Read Jones Christoffersen Engineers Limited. The Purchasing Section of the Finance Department oversaw the evaluation process.
- 2.3 The evaluation of the responses was based on criteria contained within the RFPQ, including:
- Experience and Qualifications (25%);
  - Project Management, Organization and Administration (20%);
  - Quality Management (20%); and
  - Methodology (35%).
- 2.4 All respondents were required to meet the minimum threshold score of 70 percent overall.
- 2.5 The results of the evaluation process generated the following list of six (6) general contractors responses that met the minimum threshold score and are recommended for the Parking Garage Recoating project located at Region Headquarters, 605 Rossland Road East.
- Can Mar Contracting Limited
  - Complete Concrete Restoration Limited
  - Delbridge Contracting Limited
  - Eagle Restoration Inc.
  - Palmark Construction Limited

- Structural Contracting Limited

### **3. Financial Implications**

- 3.1 Section 14.3 of the Purchasing By-law #68-2000 (Amended) requires that where the value of work exceeds \$125,000, the approval of the Committee of the Whole and Regional Council is required when the pre-qualification process is used.

### **4. Conclusion**

- 4.1 It is recommended that Regional Council approve the list of pre-qualified contractors to receive tender documents and submit bids for the Recoating of All Levels of the Parking Garage at Region Headquarters, 605 Rossland Road East in the Town of Whitby.
- 4.2 This report has been reviewed by the Finance Department and the Commissioner of Finance concurs with the recommendation.

Respectfully submitted,

#### **Original signed by**

---

S. Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

#### **Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer



## The Regional Municipality of Durham Report

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To: The Committee of the Whole  
From: Commissioner of Works  
Report: #2018-COW-25  
Date: February 6, 2018

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### **Subject:**

Approval for the Award of Contract in Excess of Allowable Limits for Registry Work for the Removal and Disposal of Surplus Fill at the Ajax/Pickering Works Depot Located at 2020 Salem Road

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### **Recommendations:**

That the Committee of the Whole recommends to Regional Council:

- A) That Contract Q347-2014 (A-110) - Remove and Dispose of Surplus Fill at 2020 Salem Road, at the Ajax/Pickering Works Depot be awarded to Eagleson Construction for the quoted lump sum price of \$137,500\*; and
  - B) That financing for this work be provided from within the Works Department's 2018 Approved Water Supply and Sanitary Sewerage Operating Budgets for Maintenance Operations and the Approved Capital Budget for the Replacement of Polybutylene Connections.
- 

### **Report:**

#### **1. Purpose**

- 1.1 This report seeks approval to award Contract Q347-2014 (A-110) - Remove and Dispose of Surplus Fill at 2020 Salem Road, at the Ajax/Pickering Works Depot to Eagleson Construction for the quoted lump sum price of \$137,500\*. Dollar amounts followed by an asterisk (\*) are before applicable taxes.

#### **2. Background**

- 2.1 Currently, approximately 4,180 cubic metres of surplus material is being stored at the Ajax/Pickering Depot. This surplus fill material is a by-product of repairs made to leaking or deficient underground infrastructure. This material is hauled to the Depot after repairs are complete and occupies a large area of the site, limiting the use of the yard for other Depot activities.



- 2.2 On December 7, 2017, quotations were requested from the pre-qualified contractors registered with the Regional Municipality of Durham's (Region) Registry Contract Q347-2014 for the removal and disposal of surplus fill located at the Ajax/Pickering Works Depot. Four lump sum quotes were received. On December 18, 2017, Construction Management Services reviewed the lump sum quote submissions. The lowest bidder was Eagleson Construction.
- 2.3 The lump sum price submitted by Eagleson Construction to remove and dispose of the fill is \$137,500\*. This amount exceeds the limits for registry work in the Purchasing By-Law 68-2000 (as amended) which sets the maximum amount for a quote contract at \$125,000\*.

### 3. Financial Implications

- 3.1 The removal of the surplus fill at the Ajax/Pickering Depot at a cost of \$137,500\* is proposed to be funded from the following sources within the approved 2018 Water Supply and Sanitary Sewerage Budgets:

#### 2018 Water Supply Operating and Capital Budget – Ajax/Pickering Depot

<b>Program</b>	<b>Amount* (\$)</b>
Repair Watermains	34,375
Water Service Repair	34,375
Depot Replace Poly Connect	<u>34,375</u>
Total Water Supply	<b><u>103,125</u></b>

#### 2018 Sanitary Sewerage Operating Budget – Ajax/Pickering Depot

<b>Program</b>	<b>Amount* (\$)</b>
Connection Repair	<u>34,375</u>
Total Sanitary Sewerage	<b><u>34,375</u></b>
<b>TOTAL</b>	<b><u>137,500</u></b>

### 4. Conclusion

- 4.1 It is recommended that the quotation contract for the removal of fill material at the Ajax/Pickering Depot be awarded to Eagleson Construction at an amount not to exceed the quoted value of \$137,500\*.

4.2 This report has been reviewed by the Finance Department and the Commissioner of Finance approves the recommendation.

Respectfully submitted,

**Original signed by**

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S. Siopis, P.Eng.  
Commissioner of Works

Recommended for Presentation to Committee

**Original signed by**

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G.H. Cubitt, MSW  
Chief Administrative Officer



# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner & Medical Officer of Health  
Report: #2018-COW-28  
Date: February 6, 2018

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**Subject:**

Mobile Health Unit for At-Risk Populations, Including Those Using Opioids

---

**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

That this report be received for information.

---

**Report:**

**1. Purpose**

- 1.1 To identify the estimated cost of purchasing a mobile health unit for outreach services including, addiction counselling. Daily operating costs, including staffing costs, will need to be further explored if a health services plan is developed and a lead agency is identified. As per the motion set forth, the staffing model consists of community-based medical and health professionals operating in partnership through in-kind contributions by local health and social service agencies.

**2. Background**

- 2.1 Fentanyl overdoses have been identified as a public health crisis. The Ministry of Health and Long-Term Care (MOHLTC) has announced that the Health Department will be responsible for new program requirements aligned with the following scope of work: Local Opioid Response; Naloxone Distribution and Training; and Opioid Overdose Early Warning and Surveillance.
- 2.2 Locally, a coordinated Region-wide opioid response is under development by a local task force. Membership is comprised of several community stakeholders and planning is being facilitated by the Health Department.
- 2.3 On November 8, 2017, Regional Council approved a motion to:

- 
- a. “determine the estimated cost of operating a mobile health unit staffed with outreach, addiction counselling, medical and health professionals operating in partnership with local health and social service agencies to support and care for at-risk populations across the Region, including those using opioids; and,
  - b. “report back on the cost of a mobile health unit for consideration in the 2018 budget” (Delegations, Motions, Notice of Motions: November 8, 2017).
- 2.4 Mobile health services are transportable healthcare units that enable the provision of community-based care offsite from institutions and healthcare agencies to underserved populations that may be hard to reach (Guruge et. al., 2009).
- 2.5 Mobile health services provide an alternative way of organizing healthcare resources for hard to reach populations such as the under-housed, individuals in rural communities, recent immigrants and low-income individuals. Barriers to accessing healthcare services among hard to reach populations include transportation or geographic barriers, linguistic and cultural barriers, lack of healthcare providers, and psychological barriers (Yu et. al., 2017).
- 2.6 Offering mobile health services could help to reduce health inequalities in hard to reach populations and connect clients to wider community resources (Yu et. al., 2017).
- 2.7 Mobile health services may yield a cost-benefit savings to healthcare systems by reducing emergency department (ED) visits, length of stay in hospital and improving the quality of life in later years.
- 2.8 As evidenced by research, mobile health units are most cost effective for chronic disease management. American based statistics report a return on investment ratio of 36:1, meaning for every dollar invested in funding, \$36 were returned in combined value of life years saved and ED costs avoided (Oriol et. al., 2009). Return on investment is higher for mobile health units that offer a broad range of services (Morphew et. al., 2013). Evidence also suggests that mobile health services are effective at screening high-risk populations for infectious diseases, such as HIV (Yu et. al., 2017).
- 2.9 Results of an environmental scan of Ontario indicate that mobile health services currently exist in York/South Simcoe, Peel, Toronto, Elgin St. Thomas, Hamilton, and Thunder Bay. These areas deliver varied services including chronic disease management as well as harm reduction services such as needle exchange, sexually-transmitted infection testing, HIV testing and crisis counselling.
- 2.10 Results of a stakeholder consultation concluded that while a mobile health service could be utilized across Durham Region, downtown Oshawa is currently the priority area that needs to be addressed due to its demographics and concentration of those in need of harm reduction services.
- 2.11 Stakeholder feedback identified priority populations as follows: sex trade workers, street involved and marginalized individuals, indigenous populations, those at risk

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for infectious diseases and individuals experiencing mental health and addictions issues.

- 2.12 Stakeholders identified current gaps and potential mobile services as: medical triage for priority populations, abscess and foot care, nourishment, crisis interventions, HIV point of care testing, hepatitis C testing, needle exchange, health promotion and teaching, sexual health, as well as referrals to mental health and addictions treatment and other health or social services.

### **3. Financial Implications**

- 3.1 Based on expenditures reported by other regions, as well as current market value, a mobile health unit vehicle ranges from \$150,000 to \$300,000. This estimate is highly dependent upon the level of service being offered and the associated retrofitting requirements.
- 3.2 Daily operating costs including insurance, vehicle maintenance, and staffing as well as equipment and supplies will need to be identified and assumed by the agency coordinating the mobile health unit. Preliminary estimates indicate vehicle maintenance costs to be approximately \$5000 per year. Thus, in order for a mobile health unit to be feasible a funder to support ongoing costs will need to be investigated.

### **4. Limitations of a Mobile Health Unit**

- 4.1 Based on a review of the evidence and consultation with local community agencies, limitations of a mobile health unit are identified as follows:
- a. Financial costs of maintaining and operating the mobile unit;
  - b. Limited evidence to indicate mobile health units will decrease rates of opioid use and overdose;
  - c. A service delivery model that relies on in-kind contributions from local service agencies can result in limited or fragmented care. In Durham Region, various community agencies support a mobile health unit in principle, not withstanding, agency stakeholders identified concerns related to the ongoing costs and staffing expenses associated with operating a mobile unit;
  - d. Agency representatives report current staffing limitations and expressed concerns about providing in-kind contributions toward a mobile unit. To date, one agency has stated that they are in a position to offer in-kind staffing services, while all other agencies have stated that they may be unable to commit to providing in-kind staffing due to budget and staffing constraints. To address these concerns, stakeholders identified the need for a lead agency and/or mobile health services coordinator to recruit stakeholders, develop service plans and manage day to day operations including: safety concerns, unanticipated staffing shortages and/or absences as well as management of supplies and ongoing vehicle maintenance.

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## **5. Conclusion**

- 5.1 A mobile health unit is a type of health service that can be considered to help address the health needs of hard to reach populations in Durham Region. To maximize the reach, health benefits and effectiveness of a mobile health unit, services should be broad, varied and relevant to the needs of Durham Region's target populations. The evidence that mobile health units decrease rates of opioid use and overdose is weak.
- 5.2 The cost of a mobile health unit vehicle ranges from \$150,000 to \$300,000. Annual vehicle maintenance costs are approximately \$5,000.
- 5.3 A lead agency to support ongoing operations of a mobile health unit, a funder to support ongoing operating costs and commitments to provide in-kind contributions will need to be identified.

Respectfully submitted,

Original signed by

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