

Media Release: Friday February 15, 2019, 4:30 p.m.

Regional Municipality of Waterloo

Budget Committee

Agenda

Tuesday February 19, 2019

Closed Session 11:15 a.m. (Time Approximate - Waterloo County Room)

Open Session 1:00 p.m.

Regional Council Chambers

150 Frederick Street, 2nd Floor, Kitchener

1. Motion to Reconvene into Open Session

2. Declarations of Pecuniary Interest under “The Municipal Conflict of Interest Act”

3. Opening Remarks (S. Strickland)

4. Budget Update Presentation (C. Dyer)

COR-FSD-19-09, Final Tax Supported 2019 Operating Budget and 2019-2028

Capital Program

Page 4

Recommendation:

That the Regional Municipality of Waterloo take the following action with respect to the 2019 Tax Supported Operating Budget as set out in Report COR-FSD-19-09 dated February 19, 2019:

1. Change the effective date of any 2019 Transit fare increase from July 1, 2019 to September 1, 2019;
2. Increase the budget for Grand River Transit Fare revenue by \$200,000;

3. Approve the use of 2018 fees of approximately \$134,000 paid to the Region by auxiliary taxi brokers not offering accessible vehicles as follows:
 - a. Allocate \$20,000 towards Taxi Scrip funding in the 2019 GRT MobilityPLUS operating budget;
 - b. \$59,000 to fund a portion of the capital cost of the acquisition of mobility buses, subject to approval of the 2019 Specialized Transit budget issue paper; and
 - c. Hold the remaining funds in the Accessible Transportation Service Reserve pending further recommendations from staff;
4. Approve a one-time increase to the 2019 Housing Services operating budget of \$499,000, funded 100% by the Waterloo Wellington Local Health Integration Network with no net 2019 property tax levy impact; and
5. Amend the preliminary 2019 operating budget to include expenditure and sponsorship funding of \$250,000 for Wellbeing Waterloo Region with no net 2019 property tax levy impact.

5. Item Referred from Library Committee

Recommendation:

That the Library Committee take the following action with regard to the 2019 Region of Waterloo Library Budget, as described in Report PDL-LIB-19-01, dated January 29, 2019:

- a) Approve the 2019 Library Operating Budget with a net property tax levy of \$2,985,732;
- b) Approve the 2019-2028 Library Capital Budget and Forecast;

And that the matter be referred to the Budget Committee for consideration.

6. Information Papers

- [Councillor Requests](#) Page 20
- [Public Engagement Feedback](#) Page 32
- [2019 Region of Waterloo POA Revenue](#) Page 56
- [Fees & Charges By-law](#) Page 61
- [Municipal Budget Regulation](#) Page 72

7. Introduction of the Main Budget Motion

Recommendation:

That the Regional Municipality of Waterloo approve the 2019 Tax Supported Operating Budget with a property tax levy of \$ _____, excluding Police Services and inclusive of Budget Issue Papers with no incremental 2019 tax levy impact;

That the Regional Municipality of Waterloo approve the 2019 Tax Supported Capital Budget and 2020-2028 Tax Supported Capital Forecast, excluding Police Services, as amended by Budget Committee on January 16, 2019 and February 6, 2019 and subject to final adjustments for 2018 carry-forwards;

That the Regional Municipality of Waterloo repeal By-law Number 17-76 (as amended), being a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo and that a new Fees and Charges By-law be passed including the new and adjusted fees and charges listed on the February 19, 2019 Budget Committee Agenda; and

That the Regional Municipality of Waterloo adopt the Information Paper titled "Municipal Budget Regulation" included in the February 19, 2019 Budget Committee Agenda, as required by Ontario Regulation 284/09.

8. Resolutions – 2019 Waterloo Regional Police Services Budget

- a) That the Regional Municipality of Waterloo approve the Waterloo Region Police Service 2019 Tax Supported Operating Budget with a property tax levy of \$169,534,406 as recommended by the Police Services Board on January 16, 2019.
- b) That the Regional Municipality of Waterloo approve the Waterloo Regional Police Service 2019 Tax Supported Capital Budget and 2020-2028 Tax Supported Capital Forecast as recommended by the Police Services Board on January 16, 2019, subject to final adjustments for 2018 carry-forwards.

9. Adjourn



Report: COR-FSD-19-09

Region of Waterloo
Corporate Services
Financial Services and Development Financing

To: Chair Sean Strickland and Members of the Budget Committee

Date: February 19, 2019 **File Code:** F05-30

Subject: Final Tax Supported 2019 Operating Budget and 2019-2028 Capital Program

Recommendation:

That the Regional Municipality of Waterloo take the following action with respect to the 2019 Tax Supported Operating Budget as set out in Report COR-FSD-19-09 dated February 19, 2019:

1. Change the effective date of any 2019 Transit fare increase from July 1, 2019 to September 1, 2019;
2. Increase the budget for Grand River Transit Fare revenue by \$200,000;
3. Approve the use of 2018 fees of approximately \$134,000 paid to the Region by auxiliary taxi brokers not offering accessible vehicles as follows:
 - a. Allocate \$20,000 towards Taxi Scrip funding in the 2019 GRT MobilityPLUS operating budget;
 - b. Allocate \$59,000 to fund a portion of the capital cost of the acquisition of mobility buses, subject to approval of the 2019 Specialized Transit budget issue paper; and
 - c. Hold the remaining funds in the Accessible Transportation Service Reserve pending further recommendations from staff;
4. Approve a one-time increase to the 2019 Housing Services operating budget of \$499,000, funded 100% by the Waterloo Wellington Local Health Integration Network with no net 2019 property tax levy impact; and

5. Amend the preliminary 2019 operating budget to include expenditure and sponsorship funding of \$250,000 for Wellbeing Waterloo Region with no net 2019 property tax levy impact.

Summary:

The February 19th meeting is the final of four scheduled Budget Committee meetings for the purposes of approving the 2019 Region of Waterloo Budget. The current 2019 Regional base budget position is \$367,822,032 with a tax impact of 1.50%. Items affecting the 2019 Tax Supported Operating Budget for consideration by Budget Committee on February 19, 2019 include:

- Region of Waterloo Library Budget approval resulting in a 2019 net levy of \$2,985,732 with a tax levy increase of \$89,444 and a tax rate impact 0.02% has been included in the base budget position above [Note: the Library tax levy is area-rated to the four Townships];
- Budget Issue Papers totaling \$6,309,000 with a tax rate impact of 1.2%; and,
- 2019 WRPS budget approval resulting in a 2019 net levy of \$169,534,406 with a tax rate impact of 1.0%.

The combined total of all of the above items is a property tax levy of \$543,665,438 or a 3.70% tax rate impact.

Report:

The objectives of the fourth and final 2019 Budget Committee meeting are to:

1. Provide Committee members with updated and new budget information;
2. Review and approve proposed 2019 Tax Supported Budget Issue Papers;
3. Approve the Region's 2019 Property Tax Supported Operating Budget, the 2019 Capital Budget and 2020-2028 Tax Supported Capital Forecast;
4. Approve the 2019 Property Tax Supported Operating Budget, the 2019 Capital Budget and 2020-2028 Tax Supported Capital Forecast for Library Services;
5. Approve the 2019 Property Tax Supported Operating Budget, the 2019 Capital Budget and the 2020-2028 Tax Supported Capital Forecast for Police Services; and,
6. Approve a new Fees and Charges By-law.

Details of proposed 2019 Operating Budgets and 2019-2028 Capital Programs for both User Rates and Property Tax Supported Program areas were provided at previous

meetings in the form of the 2019 Preliminary Budget Document, the 2019 Budget Issue Paper package, Budget Information Papers, and through staff presentations at Budget Committee. Additional information papers are included on this agenda.

1. Public Transit Operating Budget

1.1. Grand River Transit U-Pass Update

Council report COR-19-03/TES-TRS-19-03 dated February 6, 2019 provided an overview of the Province's Student Choice Initiative and the potential implications for universal transit passes. U-Pass statistics are as follows:

- Annual U-Pass ridership (all programs): 6.05 million (29% of ridership)
- Annual U-Pass revenue (all programs): \$8.94 million (24% of passenger revenue)
- 2018 U-Pass volume: fall = 44,075; annual = 98,000

The preliminary 2019 operating budget for Transit Services includes \$8,827,900 for U-Pass revenue. The Province intends to determine the basket of mandatory fees in time for the changes to come into force for the fall 2019 term. Therefore, the impact to the 2019 operating budget would be limited to the fall 2019 estimated amounts shown below, with annualized impacts taking effect in 2020 and beyond.

Pass Revenue	2019	2020 Annualized
Lost U-Pass Revenue	(\$4,470,000)	(\$8,827,900)
Estimated University Term Pass Revenue	3,180,000	6,300,000
Net revenue loss to the Region	(\$1,290,000)	(\$2,527,900)

Note: All figures are rounded to the nearest \$100.

The lack of clarity regarding this matter poses a challenge for the Region's 2019 budget. Were there certainty that the U-Pass would be a mandated health and safety fee, no action would be required by the Region and there would be no impact on the Region's budget. Alternatively, were there certainty that the U-Pass would not be a mandated fee, staff would recommend changes to the 2019 GRT fare revenue budget to remove U-Pass revenue associated with the fall 2019 term and add additional term pass revenue (as described in the table above), and the Conestoga College U-Pass Budget Issue Paper would be withdrawn.

As it is currently unclear how the Province will treat universal bus passes under the Student Choice Initiative, no action is required regarding the base 2019 GRT fare revenue budget relating to this matter. There are two options available for Budget Committee on February 19, 2019 with respect to the Conestoga College U-Pass

Budget Issue Paper:

- 1. Take no action** - staff would report back during 2019 once clarity regarding this matter is received. This could be problematic if it turns out that universal bus passes are considered mandatory and Council wished to proceed with Conestoga College U-Pass service enhancements after the budget is approved.
- 2. Approve the issue paper** – this would put the Region in a position to implement the new service should universal bus passes be considered a mandated student fee. The Region would use 6 of the replacement buses approved earlier this year for the additional service hours, until such time as additional replacement buses are received. If it is ultimately determined by the Province that the universal bus passes are not considered a mandated student fee, any in-year net fare revenue loss would be offset by operating budget capacity relating to the issue paper, and the 2020 base budget would be adjusted accordingly.

Staff believe option 2 is the optimal approach for 2019.

Staff have been requested to review the cost differential in contract rates for the U-Pass program between the rate charged to Conestoga College and the rate charged to the University of Waterloo and Wilfrid Laurier University. Pending the determination that U-Pass fees are designated as a mandatory fee by the Province, staff will undertake further discussions with representatives from Conestoga College regarding future U-pass rates and present policy options for U-Pass rate setting for Council's consideration in advance of the 2020/2021 school year and 2020 budget development.

1.2. Transit System Fare Revenue

1.2.1. 2018 actuals and 2019 base budget

Total GRT fare revenue in 2018 was \$36.8 million, which was \$2.7 million higher than the 2018 budget. The preliminary 2019 GRT fare revenue base budget has been increased by approximately \$1.8 million to \$35.8 million. Incremental fare revenue of \$3 million has been included in the ION Light Rail Transit 2019 operating budget, bringing total budgeted transit system revenue to \$38.8 million.

1.2.2. GRT 3% fare increase effective date

The 2019 base budget includes a proposed 3% fare increase effective July 1, 2019. Staff recommend changing the effective date of any transit fare increase from July 1 to September 1, 2019. The 2019 budget impact of this change is estimated to be a reduction in 2019 transit system fare revenue of approximately \$111,000.

1.2.3. Impact of changing GRT fare increase by 1%

As reported in the February 6, 2019 Public Transit budget information paper, GRT customer price elasticity is generally such that a 1% change in price results in a 0.3% change in ridership. In an environment of service improvements, this decrease would be experienced simply as a minor reduction to the overall rate of ridership increase. Experience has also shown that elasticity may be higher when considering fare increases greater than 5%.

The preliminary 2019 budget includes a 3% fare increase effective July 1, 2019, which results in additional revenue of \$385,000. Assuming the proposal to change the effective date for the increase from July 1 to September 1 was approved, the comparable fare revenue increase would be \$267,000. The following table provides the potential revenue impacts of changing the fare increase from 3% to 2%, 1%, or 0%:

Fare Increase scenario	Incremental 2019 revenue (September 1 effective date)	3% Fare Increase (September 1 effective date)	2019 Budget Impact (reduced fare revenue)
2%	\$188,500	\$267,000	(\$78,500)
1%	\$94,250	\$267,000	(\$172,750)
0%	\$0	\$267,000	(\$267,000)

1.2.4. 2019 GRT fare revenue budget

Taking into account the favourable revenue variance experienced in 2018, the potential risks to fare revenue in 2019, the recommended change to the effective date of any 2019 fare increase, and the uncertainty with respect to U-pass revenue, staff suggest an overall net \$200,000 increase to the 2019 GRT fare revenue budget.

1.3. Accessible Transportation Service Fees

The Region of Waterloo's taxi by-law includes a provision that requires auxiliary taxi brokers (Uber, Ride Co., limousine operators) to pay a per trip fee (\$0.07) or a per vehicle fee (\$100.00) when "accessible" vehicles are not provided. The fees collected under this provision in the by-law are transferred to the Accessible Transportation Service Reserve to be used by the Region to enhance accessible public transportation in the community. The fees collected for 2018 were approximately \$134,000.

Regional Council approved the creation of an Accessibility Fund Working Group to make recommendations on how to utilize the funds collected each year. The Working Group, comprised of Regional staff and representatives from various community stakeholder groups, recommends the following use in 2019 of the funds collected in 2018:

- allocate \$20,000 towards Taxi Scrip funding in the 2019 GRT MobilityPLUS operating budget; and
- allocate \$59,000 to finance capital costs for accessible vehicles as outlined in the 2019 Specialized Transit budget issue paper, if approved; and
- hold the remaining funds in the Accessible Transportation Service Reserve pending a further report from staff.

2. Waterloo Wellington Local Health Integration Network Funding

On January 23, 2019 the Region received notice that it would receive a one-time payment of \$499,000 from the Waterloo Wellington Local Health Integration Network (WWLHIN) for strengthening housing supports for at-risk populations in Waterloo Region. This funding will flow from the WWLHIN to the Region and then to several community agencies in the coming weeks. The funds will support current Waterloo Region Housing tenants, Supportive Housing clients and help people experiencing or at-risk of homelessness with their health and housing needs. Some needs outside of housing will also be addressed that will serve the "at risk" population. Appendix A provides details of recipient service delivery agencies and the additional service provided. Staff recommend amending the 2019 budget to include the \$499,000 in additional WWLHIN funding and the related increase in payments to provider agencies in Housing Services budget, with no net property tax levy impact.

3. Wellbeing Waterloo Region update and amendment

As outlined in staff report CAO-SPL-18-01 Wellbeing Waterloo Region dated March 20, 2018, Wellbeing Waterloo Region was created and launched in 2018 to look at statistics and trends that measure overall wellbeing and developed a collective measurement approach for wellbeing based on the University of Waterloo's Canadian Index of Wellbeing (CIW). Through this initiative, Regional staff have engaged and consulted with the community and partner organizations to identify the most pressing needs in the region. Based on both the collective measurement information and the public and stakeholder input, three initial focus areas or "Big Ideas" evolved from this collective work:

- **Affordable Housing:** Everyone has a place to call home.
- **Healthy Children and Youth:** All children and youth have the foundation they need to thrive and reach their potential.
- **Social Inclusion:** Everyone can belong and feel welcome.

The governance framework of this initiative was developed during the latter half of 2018. The Region of Waterloo will provide in-kind contributions in support of funding received from other Wellbeing Waterloo Region participants. The costs in 2018 were fully funded by community sponsor organizations.

Costs for staffing, meetings and training associated with this initiative are anticipated to total \$250,000 in 2019, and will be funded by community sponsor organizations. Staff recommend a housekeeping amendment to the 2019 preliminary budget to reflect costs associated with this initiative and associated funding, with no net property tax levy impact:

	2019 Budget
2019 operating expenditure	\$250,000
Funding from community sponsors	
2019 Police operating budget	\$50,000
WWLHIN funding	100,000
K-W Community Foundation	40,000
United Way	40,000
Community Services operating budget	20,000
Total	\$250,000

A report on the status of the Wellbeing Waterloo Region initiative will be provided to Council this spring.

4. Referral from Library Committee

On January 29, 2019 the Library Committee approved the recommendations outlined in PDL-LIB-19-01 2019 Region of Waterloo Library Budget as follows:

That the Library Committee take the following action with regard to the 2019 Region of Waterloo Library Budget, as described in Report PDL-LIB-19-01, dated January 29, 2019:

- a) Approve the 2019 Library Operating Budget with a net property tax levy of \$2,985,732;
- b) Approve the 2019-2028 Library Capital Budget and Forecast;

And that the matter be referred to the Budget Committee for consideration.

The 2019 Budget for the Region of Waterloo Library with a total tax levy of \$2,985,732 represents an approved increase of \$89,444 (3.1%) over 2018. These amounts are reflected in the 2019 Preliminary Budget Document. A summary of the 2019 Region of Waterloo Library Budget is provided in the following table:

2019 Region of Waterloo Library Operating Budget

	2018 Approved Budget	Recommended 2019 Budget	\$ Change	% Change
Expenditure	\$3,071,017	\$3,166,545	\$95,528	3.1%
Revenue	174,729	180,813	(\$6,084)	(3.5%)
Property Tax Requirement	\$2,896,288	\$2,985,732	\$89,444	3.1%

The Region of Waterloo Library is an “area-rated” service. The property tax levy for libraries is assessed uniformly across the four townships.

5. 2019 Budget Issue Papers

A number of service expansions in the form of budget issue papers are proposed for 2019. Some budget issue papers relate to program expansions as set out in master plans and business plans, while others address legislative/safety related concerns or insufficient staffing levels required to maintain the current level of service.

Proposed 2019 budget issue papers have a total tax supported budget impact of \$9.7 million: a 2019 property tax levy of \$6.3 million (tax rate impact of 1.20%) and annualization of \$3.4 million in 2020 (tax rate impact estimated to be 0.64%) as summarized by program in the following table:

**Tax Levy Impact of 2019 Budget Issue Papers
(in \$thousands)**

	2019	Annualization in 2020	Total net cost
Public Transit	\$3,294	\$1,082	\$4,376
Paramedic Services	479	409	888
Seniors Services	286	95	381
Housing	633	611	1,244
Transportation	509	748	1,257
Information Technology	556	166	722
Other	549	256	805
Total	\$6,306	\$3,367	\$9,673
Tax Rate Impact	1.20%	0.64%	1.84%

A summary listing of proposed 2019 Budget Issue Papers has been included in Appendix B.

6. 2019 Waterloo Regional Police Service (WRPS) budget

On January 16, 2019 the Police Services Board approved the 2019 WRPS budget with a property tax levy of \$169,534,406 which is a levy increase of 5.2% and results in a tax rate increase of 1.00%. The impact to the average household valued at \$333,800 in 2018 is an increase of \$19.79. Representatives from the WRPS presented their budget to Budget Committee at the February 6, 2019 meeting.

(\$millions)	Final 2018 WRPS Operating Budget	PSB Approved 2019 WRPS Operating Budget
Expenditure	\$177.7	\$186.9
Revenue	\$16.5	\$17.4
Property Tax Requirement	\$161.2	\$169.5
Year over year levy increase	\$5.4	\$8.3
Year over year % levy increase	3.46%	5.17%
Tax Rate Impact (2019 based on assessment growth at 1.92%)	0.47%	1.00%

7. 2019 Operating Budget Position

The 2019 Tax Supported Budget Continuity inclusive of aforementioned staff recommendations, proposed 2019 budget issue papers, and the Waterloo Regional Police Service budget is provided in the following table:

	Tax Levy (\$thousands)	Tax Impact
Subtotal Regional tax supported base budget position, February 6, 2019	\$367,822	1.50%
Adjustments, February 19, 2019:		
GRT fare revenue adjustment	(200)	(0.04%)
Wellbeing Waterloo Region	-	-
Housing Services operating budget	-	-
Proposed 2019 budget issue papers	6,306	1.20%
Waterloo Regional Police Service budget	169,534	1.00%
Total tax supported budget position, February 19, 2019	\$543,462	3.66%

Note – total figures may not add as stated due to rounding

A 3.66% tax increase would add approximately \$73 to the Regional tax bill for a residential property assessed at \$333,800 in 2018.

8. Budget Information Papers

The February 19 Budget Committee agenda includes the following budget information papers (with agenda page numbers indicated):

- Councillor Requests (Page 20)
- Public Engagement (Page 32)
- Provincial Offences Act (POA) (Page 56)
- Fees and Charges By-law (Page 61)
- Municipal Budget Regulation (Page 72)

Corporate Strategic Plan:

The annual budget incorporates numerous initiatives set out in the Corporate Strategic Plan.

Financial Implications:

A 1% change in the 2019 tax rate results in a \$19.79 annual change to the average residential property owner, based on a house assessed at \$333,800 in 2018. A 1% tax rate increase generates an additional \$5.2 million in tax revenue. The following table outlines the tax impacts of the current budget position inclusive of budget issue papers and the WRPS budget on the average Regional property:

Property taxes for average residential property (\$333,800 CVA)

	Region	Police	Total
2018	\$1,359	\$620	\$1,979
2019	\$1,412	\$640	\$2,052
\$ change	\$53	\$20	\$73
% change	3.88%	3.19%	3.66%
2019 tax rate impact	2.66%	1.00%	3.66%

Note – total figures may not add due to rounding

The actual tax rate impact will differ across the area municipalities in the Region. This is due to the fact that while the net cost of most programs and services is levied in a uniform manner on all properties in the seven area municipalities, there are limited exceptions where service costs (conventional and Mobility Plus transit, rapid transit, and library) are area rated to specific municipalities, as set out in Appendix C.

Other Department Consultations/Concurrence:

All departments and the Waterloo Regional Police Service are involved in the development of the Region of Waterloo Budget.

Attachments

Appendix A - LHIN Funding Service Delivery Agencies

Appendix B – Proposed 2019 Budget Issue Papers

Appendix C – Property Tax Levy Distribution

Prepared By: Cheryl Braan, Manager of Corporate Budgets

Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer

Approved By: Mike Murray, Chief Administrative Officer

Appendix A - LHIN Funding Service Delivery Agencies

Service Delivery Agency	Item	Amount
Cambridge Self-Help Food Bank	Funding to support new expansion plans for a drop-in or service “hub” (e.g., connections to meals, health services, other supports) in Cambridge	\$75,000
Cambridge Shelter	Additional Intensive Shelter Worker with flex funds to support clients with long shelter stays to find housing and connect to appropriate services/supports.	\$75,000
E Centre of Excellence	100 tablets for primary care providers (e.g., nurses, doctors) to assist with triaging patients for mental health and addiction services.	\$100,000
SHOW	Funds for infrastructure and repairs.	\$75,000
TBD (will contract with agencies that have expertise in trauma-informed practice/ working with a street-involved population)	Training Waterloo Region Police Services officers on how to engage with/serve people experiencing homelessness who have deeper needs including trauma, mental health issues and addictions as well as self-care for front-line officers. Training can expand to include community paramedicine and/or other staff.	\$74,000
TBD (will contract with mental health and addiction agencies)	After-hours on-call mobile team to respond to crisis/urgent issues that arise after 4 pm 7 days/week; similar to the IMPACT model.	\$90,000
The Working Centre	Additional flex funds for Street Outreach to help people experiencing homelessness connect with supports/services, including short term motel stays if they are unwilling or unable to stay in the shelter.	\$10,000
Total		\$499,000

Appendix B – Proposed 2019 Budget Issue Papers (\$thousands)

Page#	Dept/Div	Description	Annualized Levy Impact	2019 operating budget impact		2019-2028 capital plan impact	
				Property taxes	Reserves Capital User rates Subsidies Other	Tax supported reserves and debt	RDC reserves and debt
NO LEVY IMPACT							
1	COR/Facilities Management	Project management and additional facility maintenance staff			\$179		
5	PDL/Provincial Offences Court	POA Prosecution and Administrative staff			\$192		
9	TES/Water Services	Water Source Protection Plan (*)			\$65		
11	TES/Water Services	Supervisory staff for maintenance and programs (*)					
LEVY IMPACT							
14	CSD/Seniors' Services	Personal Support Workers (Nights)	\$270	\$203			
17	CSD/Seniors' Services	Personal Support Workers (1:1 HINF)	\$111	\$83	\$399		
20	PHE/Paramedic Services	Implementation of Paramedic Master Plan (Year 3) (Bundle 1)	\$517	\$286	\$287	\$582	
30	TES/Transit Services	Implementation of GRT Business Plan (Year 2) (Bundle 1)	\$2,153	\$1,907	\$135		
38	TES/Transit Services	Conestoga College Upass	\$885	\$619	\$49	\$643	\$378
42	TES/Transit Services	MobilityPLUS Business Plan Implementation (Year 2)	\$354	\$144	\$4	\$59	
20	PHE/Paramedic Services	Implementation of Paramedic Master Plan (Year 3) (Bundle 2)	\$371	\$193	\$194	\$114	
45	COR/ITS	Network infrastructure security and support	\$238	\$157			
48	COR/Facilities Management	Convert 1 FTE from temporary to permanent for implementation of the Facilities safety management system	\$117	\$98	\$19		
52	CSD/Housing	Increased Housing Stability System supports (Bundle 1)	\$620	\$321			
57	COR/ITS	Corporate technology project delivery	\$365	\$219			
60	TES/Transportation	Add 2 signal maintenance positions and 1 signal technician	\$307	\$263		\$65	
65	TES/Transportation	Add 1 FTE for Corridor Management	\$106	\$76			

* Approved in the User Rate Budget on February 6, 2019

Appendix B – Proposed 2019 Budget Issue Papers (\$thousands) continued

Page#	Dept/Div	Description	Annualized Levy Impact	2019 operating budget impact		2019-2028 capital plan impact	
				Property taxes	Reserves Capital User rates Subsidies Other	Tax supported reserves and debt	RDC reserves and debt
68	COR/ITS	Asset Management systems implementation and ongoing support	\$119	\$78			
71	PDL/Economic Development	Funding for economic development initiatives	\$300	\$200			
75	PDL/Community Planning	Implementing Community Energy Investment Strategy Actions (Bundle 1 - residential project neutral campaign for 2 years)	\$58	\$58			
78	TES/Administration	Asset Management support technologist - Waste Management & Airport	\$93	\$79			
81	TES/Transportation	Add 1 FTE for Transportation Planning	\$116	\$101			
85	TES/Transportation	Add 1 FTE for Infrastructure Analysis	\$103	\$69			
88	TES/Waste Management	Conversion of temporary Regional collection inspector to permanent	\$87	\$66			
52	CSD/Housing	Increased Housing Stability System supports (Bundle 2)	\$624	\$312			
91	PDL/Community Planning	EvolvGreen	\$50	\$50			
94	PDL/Community Planning	Implementing Community Energy Investment Strategy Actions (Bundle 2 - feasibility studies for 4 years)	\$100	\$100			
30	TES/Transit Services	Implementation of GRT Business Plan (Year 2) (Bundle 2)	\$699	\$454	\$47		
96	TES/Transit Services	Transit Service to Woolwich	\$285	\$170	\$23	\$25	
100	TES/Transportation	Traffic signal technology (Bundle 1)	\$25			\$300	
100	TES/Transportation	Traffic signal technology (Bundle 2)	\$600			\$2,700	
	Subtotal		\$9,673	\$6,306	\$1,593	\$4,488	\$378

Appendix C – Property Tax Levy Distribution

Service	Net cost of service levied to municipalities denoted with ✓						
	Cambridge	Kitchener	Waterloo	N. Dumfries	Wellesley	Wilmot	Woolwich
Conventional GRT to Woolwich							✓
Conventional GRT to Wilmot						✓	
Urban Conventional GRT service	✓	✓	✓				
Urban GRT Mobility service	✓	✓	✓				
Rural GRT Mobility service				✓	✓	✓	✓
Rapid Transit	✓	✓	✓				
Library Services				✓	✓	✓	✓
All other Regional Services	✓	✓	✓	✓	✓	✓	✓
Police Services	✓	✓	✓	✓	✓	✓	✓



Region of Waterloo Budget Committee

2019 Budget

Information Paper

Councillor Requests

Budget Committee Date: February 19, 2019

1. Summary of Subsidized Transit Programs

The preliminary 2019 operating budget includes a total allocation of approximately \$2.2 million in combined provincial and Regional tax levy funding in order to provide partial or full subsidization of bus passes for low income individuals. Overall, the preliminary 2019 budget provision for subsidized transit programs has remained at 2018 budget levels. On a monthly basis, the Region of Waterloo provides an average of 3,130 bus passes and 3,420 bus tickets through this funding. Below is a summary of the various programs available to assist the community with transportation needs:

Program / Description	2019 Budget
<p>Transit for Reduced Income Program (TRIP) Discounted adult bus pass program</p> <ul style="list-style-type: none"> • Eligibility: Employed/unemployed individuals with an income below the Low Income Cut-off • Region of Waterloo funded program • Program is delivered jointly by Grand River Transit, two community agencies and Employment and Income Support. 	<p>\$828,550</p> <p>Average 1,700 passes per month</p>
<p>Medical Transportation</p> <p>Transportation support for Ontario Works clients with medical appointments in the community.</p> <ul style="list-style-type: none"> • Eligibility: recipient must be an Ontario Works participant with the need to travel for medical reasons. • Provincially funded 	<p>\$750,000</p> <p>Averaging 850 monthly passes per month</p>
<p>Employment Programs</p> <p>Provides free bus passes to Ontario Works participants to enable participation in employment programs such as Community Participation</p>	<p>\$265,000</p> <p>Averaging 300 passes</p>

Program / Description	2019 Budget
<ul style="list-style-type: none"> • Eligibility: recipient must be an Ontario Works participant engaged in an approved program as part of their Ontario Works participation requirements • Provincially funded 	per month
<p>Transit Affordability Pass Program (TAPP) Provides free transit passes to OW recipients who are upgrading their education (to grade 12 or equivalent) or completing English as Second Language (ESL) program</p> <ul style="list-style-type: none"> • Eligibility: OW recipients enrolled in an educational or ESL program • Grand River Transit and Employment and Income Support jointly deliver the program • Provincially funded 	<p>\$250,000 Averaging 280 passes per month</p>
<p>Discretionary Benefits Provides free bus tickets to Ontario Works participants to attend meetings with caseworkers</p> <ul style="list-style-type: none"> • Discretionary benefits are cost shared with the Province to a program maximum amount based on caseload, then 100% Regional Funding 	<p>\$100,000 Averaging 2560 rides per month</p>
<p>Discounted Bus Tickets Approved agencies are able to purchase Grand River Transit adult tickets at a reduced rate for participants of their program/service</p> <ul style="list-style-type: none"> • Grand River Transit and Employment and Income Support jointly deliver the program. • Region of Waterloo funded program • No acceptance of new agencies for this program since the start of the low income transit study. It is anticipated a renewed version of the program will be transitioned when the recommendations for low income transit strategy is presented in 2019 	<p>\$25,000 Up to 867 rides per month</p>
Total 2019 budget provision	\$2,218,550

The results of a recent Trillium Foundation funded study of low income transit users in Waterloo Region will be available in the spring of 2019. Staff will use the information presented in the study to prepare a recommendation to Council on possible improvements to the operation of the transportation network that exists for low income individuals.

2. Active Transportation

The Region's draft 2019-2028 Transportation capital program includes significant investments in new active transportation facilities. These investments in new cycling and pedestrian facilities total \$89 million dollars. Approximately \$65 million of the new active transportation provision is dedicated toward new cycling facilities such as bike lanes and multi-use trails, and the remaining \$24 million is dedicated to new pedestrian facilities such as sidewalks. In addition to funding for new bike lanes and sidewalks, the 2019-2028 Transportation capital program includes several million dollars for the rehabilitation of existing cycling lanes as part of road reconstruction projects. Overall, the draft 2019-2028 Transportation capital program includes close to \$100 million in spending on active transportation. The proposed \$89 million in new facilities is approximately 26% of the total expenditure planned for new transportation facilities (road and active transportation). Total planned expenditure for active transportation in the 20 year planning horizon (2019-2038) is in line with amounts contemplated in the 2018 Transportation Master Plan (\$120 million).

Attachment A to this information paper includes a list of transportation projects with amounts identified for active transportation facilities embedded in these projects.

3. River Road Extension

The River Road Extension transportation project is budgeted in two phases with construction scheduled for 2020 and 2021 for Phase 1 and 2023 and 2024 for Phase 2. This is the earliest that each phase can proceed to construction. Additional preliminary design work will be required for Phase 2 to include ION Stage 2 and to update the preliminary design for the bridge over Highway 8.

Once the update to the preliminary design of Phase 2 is completed, staff will need to finalize Phase 2 property requirements and begin the property acquisition process as well as obtaining necessary approvals from the Ministry of Transportation and Hydro One. Once these are complete, staff can finalize the detailed design which should occur in 2021 at the earliest. Utility relocation work is planned to be undertaken in 2022 with Phase 2 construction scheduled to begin in 2023.

Attachment A

NEW CYCLING AND PEDESTRIAN FACILITIES IN 2019 - 2038
(\$thousands)

BASE PROJECTS**Active Transportation constructed with Urban Resurfacing Projects**

	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05657 REG. RD. 50 (WESTMOUNT ROAD S), GLASGOW	1.61	\$2,000	\$50	\$43	2020		
05749 REG. RD. 5 (QUEEN'S BUSH ROAD) NAFZIGER RD. (RR5) TO FIRELLA CRK BRIDGE	0.33	490	260	9	2023		
05751 REG. RD. 56 (BLEAMS ROAD) HOMER WATSON BLVD. (RR28) TO STRASBURG RD.	1.17	1,825	410	31	2022		
05765 REG. RD. 9 (ERB STREET E) MARGARET AVE. TO KING ST.	1.7	2,270	565	46	2024		
07385 REG. RD. 17 (SAWMILL ROAD), ARTHUR STREET SOUTH (RR85) TO KING STREET NORTH (RR8)	0.48	430	0	18	2020		
Total in years 2019 - 2028		\$7,015	\$1,285	\$147		\$ 1,432	
Active transportation in years 2029 - 2038							\$290

Active Transportation constructed with Rural Resurfacing Projects

	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05585 REG. RD. 17 (EBYCREST ROAD), VICTORIA ST. N (RR55) TO BRIDGE ST.	1.51	\$890	\$80	\$0	2027		
5678 REG. RD. 86 (LINE 86) LISTOWEL RD (RR85) TO SLOMAN LN.	3.69	1,545	290	15	2020		
05748 REG. RD. 5 (HUTCHISON ROAD) WEIMAR LINE TO CROSSHILL S. LIMITS	3.68	1,695	200	0	2028		
05754 REG. RD. 86 (LINE 86) KATHARINE ST. (RR23) TO NORTHFIELD DR. E. (RR22)	3.54	1,925	70	0	2025		
05758 REG. RD. 10 (HERRGOTT ROAD) N. LIMITS OF ST. CLEMENTS TO AMENT LINE	3.39	1,955	185	0	2026		
05761 REG. RD. 25 (MARYHILL ROAD) WATERLOO/WELLINGTON BDY. TO BRIDGE 2501	0.88	410	50	0	2028		
05794 REG. RD. 30 (SHANTZ STATION ROAD), CNR TRACKS (SOUTH OF TWP RD 72) TO HOPEWELL CREEK BRIDGE #3002	2.31	1,270	120	0	2025		
05795 REG. RD. 75 (SPRAGUES ROAD), WRIGLEY RD. TO SHOULDICE SIDE RD.	3.41	3,645	340	0	2026		

Active Transportation constructed with Rural Resurfacing Projects							
	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05902 REG. RD. 22 (NORTHFIELD DRIVE), SCOTCH LINE RD. TO LINE 86 (RR86)	2.67	1,540	150	0	2024		
05935 REG. RD. 12 (NOTRE DAME DRIVE), ST. ANN AVE. N. TO MOSER-YOUNG RD. (RR14)	6.58	3,735	355	0	2025		
05937 REG. RD. 12 (QUEEN STREET), WATER ST. TO BETHEL RD.	1.15	520	60	0	2028		
05939 REG. RD. 17 (SAWMILL ROAD), MUSSELMAN CR TO ARTHUR ST. S.	2.73	1,470	150	0	2019		
05942 REG. RD. 27 (CLYDE ROAD), VILLAGE RD. SOUTH TO DOBBIE DRIVE	3.98	2,780	265	0	2027		
05945 REG. RD. 6 (GINGERICH ROAD), SANDHILLS RD. TO FOUNDRY ST. (RR51)	1.34	1,095	415	0	2019		
05946 REG. RD. 71 (DICKIE SETTLEMENT ROAD), ROSEVILLE RD. (RR46) TO FOUNTAIN ST. S. (RR28)	3.15	1,825	175	0	2026		
05977 REG. RD. 9 (ERB'S RD.), SANDHILLS RD. TO BRIDGE #0903 OVER THE NITH RIVER	3.69	2,120	200	0	2020		
07348 REG. RD. 15 (LOBSINGER LINE), REITZEL PL. TO HEIDELBERG CEMETRY	2.87	1,655	160	0	2023		
07350 REG. RD. 43 (BRANCHTON RD.), MORRISON RD. TO CAMBRIDGE/NORTH DUMFRIES BOUNDARY	0.75	445	40	0	2023		
07405 REG. RD. 21 (ARTHUR ST. N.), CANAGAGIGUE CREEK BRIDGE (BRIDGE #2101) TO SANDY HILLS DR.	5.02	2,255	195	0	2023		
07422 REG. RD. 70 (ERBSVILLE ROAD), WIDEMAN ROAD TO WATERLOO/WOOLWICH BDRY	1.56	915	0	45	2024		
07462 REG. RD. 85 (ARTHUR STREET), SAWMILL RD. (RR17) TO LISTOWEL RD. (RR85)	3.96	2,285	220	0	2027		
07492 REG. RD. 52 (BRIDGE STREET EAST), EBYCREST RD (RR17) TO KITCHENER/WOOLWICH BOUNDARY	2.35	1,275	120	0	2027		
07597 REG. RD 75 (SPRAGUES RD), SHOULDICE SIDE ROAD TO 3315M N. OF ALPS RD	3.11	3,400	170	0	2024		
Total in years 2019 - 2028		\$40,650	\$4,010	\$60		\$ 4,070	
Active transportation in years 2029 - 2038							\$ 6,885

Active Transportation Constructed with Reconstruction and Major Rehabilitation							
	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05163 REG. RD. 4 (OTTAWA STREET N) HIGHWAY 7 WB RAMP TO KING ST. AND WEBER ST. FROM SHLEDON AVE. TO OTTAWA ST.	0.86	\$7,400	\$380	\$23	2020-2021		
05164 REG. RD. 15 (KING STREET), RAIL TRACKS TO LOBSINGER LN	0.57	2,395	110	63	2022		
05367 REG. RD. 8 (DUNDAS STREET), FRANKLIN BLVD. TO HESPELER RD.	3.27	20,500	1,290	598	2020-2022		
05377 REG. RD. 4 (OTTAWA STREET), PATTANDON AVE. TO IMPERIAL DR.	0.59	4,385	385	116	2019		
05384 REG. RD. 8 (KING ST) BISHOP ST TO DOVER ST.	1.52	9,620	0	41	2019-2020		
05386 REG. RD. 8 (WEBER STREET), BLYTHWOOD RD. TO NORTHFIELD DR	1.74	13,010	375	67	2020-2021		
05387 REG. RD. 8 (WEBER STREET), ERB ST. (RR9) TO FORWELL CREEK RD.	2.14	7,820	570	57	2023-2024		
05390 REG. RD. 9 (ERB STREET), FISCHER-HALLMAN RD. TO GATEVIEW DR.	0.44	1,640	125	247	2020		
05394 REG. RD. 21 (ARTHUR STREET), SOUTH ST. TO KENNING PLACE	1.40	1,390	290	199	2021		
05417 REG. RD. 86 (CHURCH STREET), 120m E OF SPRUCE LANE TO ARTHUR ST	0.75	1,675	0	60	2020		
05420 REG. RD. 97 (CEDAR STREET), OSBORNE ST. TO CRAMBRIDGE BDRY.	1.18	500	0	532	2019		
05430 REG. RD. 8 (WEBER STREET), BENJAMIN RD. TO KING ST	1.03	3,030	195	144	2022		
05487 REG. RD. 8 (KING STREET), HWY. 401 TO SPORTSWORLD DR.	1.44	5,085	595	39	2020		
05489 REG. RD. 8 (WEBER STREET), FORWELL CREEK RD TO 80m N OF BLYTHWOOD RD	0.74	3,130	820	65	2020		
05494 REG. RD. 15 (KING STREET), CENTRAL ST. TO UNIVERSITY AVE	0.73	5,865	390	20	2020		
05497 REG. RD. 29 (LANCASTER STREET), VICTORIA ST. TO BRIDGEPORT RD	2.03	5,720	975	94	2021-2022		
05498 REG. RD. 43 (MYERS ROAD), BRANCHTON RD. TO WATER ST.	3.36	8,525	770	90	2020-2021		
05566 REG. RD. 6 (HIGHLAND ROAD), FISCHER-HALLMAN RD. TO HIGHLAND HILLS MALL ENTRANCE	0.18	710	150	5	2019		
05568 REG. RD. 16 (KRESSLER ROAD), LOBSINGER LINE TO ARTHUR DR	0.48	1,070	30	6	2020		
05576 REG. RD. 52 (BRIDGE STREET W.), WOOLWICH ST TO UNIVERSITY AVE R	1.05	2,855	5	168	2020		
05582 REG. RD. 77 (PARKHILL ROAD), AINSLIE ST. TO WATER ST	0.11	380	70	3	2022		
05603 REG. RD. 17 (SAWMILL ROAD), KING ST. TO WATERLOO/ST. JACOB'S TRACKS	0.75	1,660	0	110	2020		
05636 RR58 (SWAN ST) HILLTOP DR TO STANLEY ST AND (NORTHUMBERLAND ST/ STANLEY ST) ST ANDREW ST TO CP. RAILWAY CROSSING	1.83	3,870	135	200	2019		

Active Transportation Constructed with Reconstruction and Major Rehabilitation							
	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05649 REG. RD. 8 (WEBER STREET E), MONTGOMERY RD TO SHELDON AVE	0.75	2,745	0	160	2021		
05654 RR#25 (MARYHILL RD) BRIDGE 2501 TO ST. CHARLES ST. W	0.63	1,985	395	248	2024		
05656 REG. RD. 50 (WESTMOUNT ROAD W), S. OF VICTORIA ST TO GLASGOW ST AND (VICTORIA ST S) LAWRENCE AVE TO FISCHER HALLMAN RD	1.15	9,555	2,665	31	2021-2022		
05675 REG. RD. 50 (WESTMOUNT ROAD E), FISCHER-HALLMAN RD. (RR58) TO BLOCKLINE RD.	0.62	2,270	410	137	2022		
05679 REG. RD. 97 (CEDAR CREEK ROAD), CAMBRIDGE/NORTH DUMFRIES BDRY. TO EDWORTHY SIDE RD. (RR71)	2.34	2,340	460	161	2025		
05682 REG. RD. 5 (NAFZIGER ROAD), GERBER RD. (RR12) TO QUEEN'S BUSH RD. (RR5)	0.83	1,380	550	121	2023		
05683 REG. RD. 5 (QUEENS BUSH ROAD), FIRELLA CK BRIDGE TO HUTCHISON RD. (RR5)	0.93	1,505	620	107	2023		
05684 REG. RD. 8 (KING ST./ CORONATION BLVD.) WATER ST. N. TO BISHOP ST.	2.91	3,525	1,000	78	2024		
05687 REG. RD. 9 (ERB STREET), MENNO ST. TO WESTMOUNT RD. (RR50)	0.77	1,705	510	21	2023		
05688 REG. RD. 10 (HERRGOTT ROAD), LOBSINGER LN TO ST.CLEMENTS N LIMITS	0.74	520	0	90	2019		
05690 REG. RD. 21 (ARTHUR STREET S), WHIPPOORWILL DR. TO FIRST ST.	0.88	1,500	545	352	2023		
05692 REG. RD. 24 (AINSLIE STREET S), WATER ST S. TO WATER ST. N.	1.91	2,710	1,170	51	2022-2023		
05693 REG. RD. 38 (SPORTSWORLD DRIVE), SPORTSWORLD CROSSING RD. TO KING ST. E. (RR8)	0.37	1,085	290	10	2023		
05694 REG. RD. 41 (BISHOP STREET N), CONCESSION RD. TO KING ST. E. (RR8)	0.38	795	235	150	2024		
05695 REG. RD. 49 (SCOTT ST./MAIN ST./STANLEY ST.), 190 M. E. OF HILLTOP DR. TO ST. ANDREWS ST.	0.89	3,900	300	212	2023		
05697 REG. RD. 53 (FAIRWAY ROAD N), BRIARMEADOW DR TO KING ST	1.58	6,350	1,050	207	2023		
05699 REG. RD. 53 (FAIRWAY ROAD S/COURTLAND AVE.), KING ST (RR8). TO MANITOU DR.	2.18	3,480	0	118	2024		
05700 REG. RD. 55 (VICTORIA STREET N), FREDERICK ST TO BRUCE ST	1.01	2,995	0	612	2021		
05703 REG. RD. 56 (BLEAMS ROAD), MANITOU DR. (RR69) TO HOMER WATSON BLVD. (RR28)	1.00	1,745	0	387	2022		
05705 REG. RD. 56 (BLEAMS ROAD), FISCHER-HALLMAN RD TO TRUSSLER RD	3.15	6,930	905	84	2021		

Active Transportation Constructed with Reconstruction and Major Rehabilitation							
	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05706 REG. RD. 57 (UNIVERSITY AVENUE E), BRIDGE ST W TO LINCOLN RD	1.30	2,360	100	100	2020		
05760 REG. RD. 24 (HESPELER ROAD) BROOKLYN RD./NORFOLK AVE. TO BISHOP ST. N	2.16	5,260	1,360	58	2022		
05766 REG. RD. 1 (SNYDER'S ROAD E) CHRISTIAN ST. TO GINGERICH RD.	2.73	6,015	565	1,117	2020-2021		
05789 REG. RD. 24 (WATER STREET N), CONCESSION ST. TO AINSLIE ST N	1.44	2,450	215	39	2024		
05796 REG. RD. 4 (OTTAWA STREET), ALPINE RD. TO FISCHER-HALLMAN RD.	2.52	6,330	700	68	2021-2022		
05799 REG. RD. 23 (KATHERINE STREET), LUNDY RD. TO BRIDGE #2301 (COX CREEK)	0.91	1,450	560	352	2023		
05800 REG. RD. 39(EAGLE ST.) CONCESSION RD./ SPEEDVILLE RD. TO KING ST. W.	1.53	4,380	945	621	2023		
05827 REG. RD. 41 (BISHOP STREET), FRANKLIN BLVD (RR36) TO CONESTOGA BLVD.	1.08	1,315	0	434	2023		
05855 REG. RD. 86 (CHURCH STREET W), ARTHUR ST. (RR21) TO WEIGEL AVE.	0.55	455	40	15	2022		
05923 REG. RD. 39 (PINEBUSH ROAD), TOWNLINE RD. (RR33) TO FRANKLIN BLVD. (RR36)	2.25	6,310	1,590	910	2024		
05927 REG. RD. 17 (FOUNTAIN STREET N), HIGHWAY 401 TO MAPLE GROVE RD	2.22	4,475	500	229	2021		
05928 REG. RD. 97 (CEDAR STREET), GRAND AVE. S. (RR76) TO OSBORNE ST.	0.84	1,450	660	23	2024		
05932 REG. RD. 8 (KING STREET E), SPORTSWORLD DR. (RR38) TO FREEPORT BRIDGE	2.14	2,505	265	57	2022		
05933 REG. RD. 97 (MAIN STREET E), FRANKLIN BLVD TO CHALMERS ST	1.03	2,100	635	418	2022		
05955 REG. RD. 4 (OTTAWA STREET S), FISCHER-HALLMAN RD. TO 100m W. OF TRUSSLER RD.	3.02	5,040	800	81	2019		
05981 REG. RD. 8 (WEBER ST. E.), HWY 8 ON RAMP. TO FERGUS AVE.	0.56	1,020	0	100	2022		
05982 REG. RD. 12 (NOTRE DAME DRIVE), 0.38 KM S OF ERB'S RD TO ST. ANN AVE	1.08	2,005	205	174	2020		
05983 REG. RD. 15 (KING ST.) NORTHFIELD DR. (RR50) TO HWY 85 NB RAMP(WOOLWICH)	1.34	1,810	365	36	2023		
05986 REG. RD. 46 (ROSEVILLE ROAD), ROSEVILLE EAST SETTLEMENT LIMIT TO 500M WEST OF FISCHER HALLMAN RD.	0.46	1,380	0	706	2022		
05987 REG. RD. 51 (FOUNDRY STREET), GINGERICH ROAD TO SNYDER'S ROAD	0.91	780	0	112	2023		
06265 REG. RD. 15 (KING ST), RAILWAY TRACKS TO CENTRAL ST AND (ERB ST) KING ST TO 100m E OF CAROLINE ST	0.61	1,500	100	16	2019		
06510 REG. RD. 9 (BRIDGEPORT RD./CAROLINE ST.) KING ST TO ERB ST	0.53	2,320	80	74	2020		

Active Transportation Constructed with Reconstruction and Major Rehabilitation							
	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
06759 REG. RD. 57 (UNIVERISTY AVE) WEBER ST N TO ALBERT ST	1.07	2,925	840	29	2023		
07353 REG. RD. 9 (BRIDGEPORT ROAD), LANCASTER ST. (RR29) TO HWY 86 NB RAMP	0.60	1,445	465	126	2024		
07361 REG. RD. 8 (KING STREET E), FREEPORT BRIDGE TO RIVER RD. E (RR56)	0.87	885	160	23	2023		
07391 REG. RD. 50 (WESTMOUNT ROAD N), UNIVERSITY AVE. W (RR57) TO COLUMBIA ST.	1.60	2,455	490	278	2024		
07392 REG. RD. 55 (VICTORIA STREET N), KITCHENER/ WOOLWICH BDRY TO FREDERICK ST.	3.27	4,645	0	893	2022		
07394 REG. RD. 70 (ERBSVILLE ROAD), COLUMBIA ST. TO WIDEMAN RD.	1.98	1,810	265	53	2022		
07403 REG. RD. 9 (BRIDGEPORT ROAD E), WEBER ST. N. TO KING ST.	0.91	1,410	415	24	2022		
07407 REG. RD. 27 (CLYDE ROAD), DOBBIE DR. TO FRANKLIN BLVD. (RR36)	0.83	1,310	620	22	2024		
07412 REG. RD. 56 (RIVER RD. E), FAIRWAY RD. N (RR53) TO KING ST. E (RR8)	1.35	2,790	1,065	116	2024		
07418 REG. RD. 43 (BRANCHTON ROAD), CAMBRIDGE/NORTH DUMFRIES BOUNDARY TO MEYERS RD. (RR43)	0.85	835	0	343	2026		
07516 REG. RD. 58 (FISCHER-HALLMAN ROAD) ROSEVILLE RD. (RR46) TO 400 M NORTH OF ROSEVILLE RD. (RR46)	0.40	690	0	161	2028		
07546 REG. RD 14(WEIMAR LINE) MOSER-YOUNG RD (RR14) TO BAMBERG EAST LIMITS	0.89	1,950	655	647	2026		
07548 REG. RD 50 (WESTMOUNT RD N), COLUMBIA ST TO WESTMOUNT RD N	2.48	3,710	0	221	2026		
07550 REG. RD 9 (BRIDGEPORT RD E), MARGARET AVE TO WEBER ST N (RR8)	0.68	1,070	535	18	2028		
07568 REG. RD 97 (MAIN ST), 1070 MAIN ST TO FRANKLIN BLVD (RR36)	0.69	1,830	460	148	2026		
Total in years 2019 - 2028		\$263,725	\$34,420	\$15,125		\$49,545	
Active transportation in years 2029 - 2038							\$-

Infill Active transportation Constructed as Separate Projects	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
06744 REG. RD. 53 (FAIRWAY ROAD), HWY 8 SB RAMP TO WILSON AVE	0.81	\$140	\$0	\$140	2019		
06762 REG. RD. 28 (HOMER WATSON BLVD.), OTTAWA ST TO BLEAMS RD	2.55	1,500	1,432	68	2019		
06826 INFILL SIDEWALK AND CYCLING FACILITIES TO BE IDENTIFIED		3,000	3,000	0	2023-2028		
07338 NEW PEDESTRIAN BRIDGE OVER SPEED RIVER (PRESTON) STUDY		900	900	0	2019		
07477 IMPLEMENTATION OF SEPARATED BIKE LANE ST		1,435	1,435	0	2019		
07495 REG. RD. 54 (LACKNER BOULEVARD), OTTAWA ST. TO KEEWATIN AVE.	1.06	300	272	28	2019		
07496 REG. RD. 54 (LACKNER BOULEVARD), ZELLER DR TO OTTAWA ST N	0.00	10	10	0	2019		
07499 REG. RD. 70 (ERBSVILLE ROAD), KEATS WAY TO 200m S OF KEATS WAY	0.00	10	10	0	2019		
07515 REG. RD. 54 (LACKNER BOULEVARD), KEEWATIN AVE. TO VICTORIA ST.	0.84	310	287	23	2020		
07579 REG. RD. 53 (COURTLAND AVE) AT STIRLING AVE	0.01	30	30	0	2019		
07590 REG. RD. 24 (HESPELER RD) AT RR8 (DUNDAS ST/CORONATION BLVD) BIKE LANE INSTALLATION	0.31	55	47	8	2022		
07591 REG. RD. 29 (LANCASTER ST) BRIDGEPORT RD (RR9) TO BRIDGE ST	0.64	300	283	17	2019		
07592 REG. RD. 53 (COURTLAND AVE E) HAYWARD AVE TO MANITOU DR	1.37	1,135	1,098	37	2022		
07594 REG. RD. 38 (MAPLE GROVE RD) KING ST E (RR8) TO FOUNTAIN ST N (RR17)	2.45	320	254	66	2021		
07595 REG. RD. 57 (UNIVERSITY AVE) BELGREEN WAY/STONEHAVEN DR TO FISCHER-HALLMAN	0.26	195	0	195	2022		
07599 REG. RD 54 (LACKNER BLVD), FAIRWAY RD. (RR53) TO OTTAWA ST. (RR4)	2.19	415	356	59	2024		
07600 REG. RD. 54 (LACKNER BLVD), OTTAWA ST. N (RR4) TO VICTORIA ST. N (RR55)	1.90	360	309	51	2026		
Total in years 2019 - 2028		\$10,415	\$9,723	\$692		\$10,415	
Active transportation in years 2029 - 2038							\$-

EXPANSION PROJECTS

Intersection Improvements (Growth Related)	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
07332 REG. RD. 4 (OTTAWA STREET), KING ST. TO CHARLES ST.	0.09	\$3,215	\$120	\$0	2021		
07326 REG. RD. 8 (KING STREET E) AT WEBER ST E (RR8)	0.00	245	0	45	2025		
07331 REG. RD. 53 (FAIRWAY ROAD) AT WILSON AVE	0.00	240	0	35	2024		
07145 REG. RD. 56 (BLEAMS ROAD) AT FISCHER HALLMAN	0.00	10,580	150	0	2020		
Total in years 2019 - 2028		\$14,280	\$270	\$80		\$350	
Active transportation in years 2029 - 2038							\$-

Road Widenings	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
05752 REG. RD. 6 (HIGHLAND ROAD W) HIGHLAND HILLS MALL ENTRANCE TO IRA NEEDLES BLVD	2.22	\$6,380	\$500	\$60	2019-2020		
07297 REG. RD. 9 (ERB STREET), GATEVIEW DR./BEECHWOOD DR TO ERBSVILLE CR	0.67	3,105	325	218	2020		
07327 REG. RD. 9 (ERB STREET), IRA NEEDLES BLVD TO WILMOT LN.	1.15	4,905	475	506	2020		
07284 REG. RD. 12 (NEW DUNDEE ROAD), HOMER WATSON BLVD. (RR28) TO FISCHER HALLMAN RD. (RR58)	7.85	11,565	2,000	210	2025		
07303 REG. RD. 17 (FOUNTAIN STREET), MAPLE GROVE RD TO KOSSUTH RD.	2.27	11,515	700	61	2022-2023		
07257 REG. RD. 22 (NORTHFIELD DRIVE), DAVENPORT TO UNIVERSITY AVE	1.86	4,300	250	130	2022		
05549 REG. RD. 36 (FRANKLIN BOULEVARD), MYERS RD TO HWY 401	8.22	8,750	3,000	220	2020		
06416 REG. RD. 36 (FRANKLIN BOULEVARD), 200M N OF AVENUE RD TO 325M S OF BISHOP ST	1.54	9,250	100	41	2022		
07116 REG. RD. 38 (MAPLE GROVE ROAD), HESPELER RD TO FOUNTAIN ST	4.33	31,210	1,500	116	2021-2027		
07258 REG. RD. 56 (BLEAMS ROAD), STRASBURG RD. TO FISCHER-HALLMAN RD	1.84	9,430	0	739	2021		
07122 REG. RD. 58 (FISCHER-HALLMAN ROAD), PLAINS RD TO 500m S OF BLEAMS RD	2.64	20,800	550	71	20,222,024		

Road Widening	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
07221 REG. RD. 58 (FISCHER-HALLMAN ROAD / BEARINGER RD) COLUMBIA ST TO WESTMOUNT RD.	2.13	9,315	800	857	2021		
05616 REG. RD. 70 (TRUSSLER ROAD), BLEAMS RD. TO HWY 7/8	1.63	5,835	0	654	2024		
07194 REG. RD. 80 (CANAMERA PARKWAY), CONESTOGA BLVD. TO FRANKLIN BLVD (RR36)	0.94	3,465	135	25	2024		
Total in years 2019 - 2028		\$139,825	\$10,335	\$3,908		\$14,243	
Active transportation in years 2029 - 2038							\$ 1,130

System Expansion	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
07131 REG. RD. 17 (FOUNTAIN STREET EXTENSION), VICTORIA ST. (RR55) TO 1.0 KM. N. OF VICTORIA ST.(RR55)	0.72	\$3,660	\$255	\$375	2022		
07087 REG. RD. 56 (RIVER ROAD EXTENSION), KING ST TO MANITOU DR	3.50	66,925	1,400	1,494	2020, 2023		
07129 S. BOUNDARY ROAD, FRANKLIN BLVD.(RR36) TO DUNDAS ST	2.28	16,170	855	865	2022		
07192 S. BOUNDARY ROAD, WATER ST. (RR24) TO FRANKLIN BLVD	2.44	13,500	910	915	2019-2020		
Total in years 2019 - 2028		\$100,255	\$3,420	\$3,649		\$ 7,069	
Active transportation btw years 2029 and 2038							\$-

Other Development Related Projects and Programs	Length (kms)	PROJECT BUDGET in TCP	New Cycling (CF) and Multi-Use trails (MUT)	Pedestrian facilities	Year of constr.	2019 - 2028	2029 - 2038
07540 REG. RD. 24 (HESPELER ROAD) AT HIGHWAY 401 CYCLING FACILITY		\$1,900	\$1,900		2020		
Total in years 2019 - 2028		\$1,900	\$1,900			\$ 1,900	
Active transportation in years 2029 - 2038							\$-
TOTALS			\$65,363	\$23,660		\$89,023	\$ 8,305



Region of Waterloo Budget Committee

2019 Budget

Information Paper

Public Engagement Feedback

Budget Committee Date: February 19, 2019

The Region's public engagement process with respect to the 2019 budget includes two public input sessions at the January 16 and February 6 Budget Committee meetings and incorporates the use of an online feedback tool (Engage Region of Waterloo). The 2019 public engagement initiative is focussed on determining how the public values the proposed 2019 service enhancements. The online tool questionnaire was open from January 9 to February 10. A total of 485 responses (questionnaires completed) were received. This information paper provides an overview of feedback results.

As outlined in the February 6 information paper, the online tool was structured in a question and answer format and was designed to ask one value for money question for each proposed public facing service enhancement. For each service enhancement, participants were provided a brief description of the proposed service improvement and the relative cost to the average taxpayer and were asked whether the service provided good value to the community. Participants were asked to provide their responses according to a five point scale ranging from strongly disagree to strongly agree.

One additional question asked participants what their preference was with respect to possible increases to property taxes in order to maintain or increase service levels. A similar question was asked during previous budget processes.

Demographic information about where respondents live, age, how often they may use certain services and whether they are a homeowners or a renter was also collected.

Responses for each public facing budget issue paper have been aggregated and provided in Appendix A. These rates of participation are higher than last year's rates (respondents totaled 485 in 2019 vs 448 in 2018). The tool also included an open ended question asking whether there was anything else the respondent wanted Regional Council to consider in its deliberation of the budget. There were 190 responses to this question. Citizen Service has reviewed these responses and determined a number of unique themes. These results are presented in Appendix B.

Results

Visitors to the online public engagement initiative included:

- 1,041 aware visitors – those who visited the initial site
- 480 engaged visitors – those who participated in the questionnaire

The response rate of 480 engaged participants is an improvement over the 2018 budget public engagement initiative which had 448 responses.

Response rates were the highest for those in 26-39 years of age and 40-65 years of age (43%). It is also encouraging to note that respondents participated from all seven area municipalities within the Region.

The following tables outline some broad demographics of respondents to the online tool:

Age of Respondent	Cam	Kit	Wat	ND	Wel	Wil	Woo	outside Region	blank	Subtotal	
18-25	2	14	10	0	0	1	0	0	1	28	6%
26-39	16	118	41	1	3	10	16	4	1	210	43%
40-64	30	89	57	5	6	9	7	5	1	209	43%
65+	5	16	7	0	0	3	1	0	0	32	7%
blank	1	0	2	1	0	0	0	0	2	6	1%
Subtotal	54	237	117	7	9	23	24	9	5	485	100%

Age of Respondent	Home- owner	Renter	Other	blank	Subtotal	
18-25	4	20	4	0	28	6%
26-39	163	42	5	0	210	43%
40-64	186	16	3	4	209	43%
65+	26	5	1	0	32	7%
blank	3	0	1	2	6	1%
Subtotal	382	83	14	6	485	100%

The following table provides the percentage of respondents that strongly agreed or agreed that the proposed service enhancement was good value to the community, the percentage that had no opinion, and the percentage that disagreed that the cost of a service area was good value:

Proposals summary*	Strongly Agree & Agree	Neither Agree nor Disagree	Strongly Disagree & Disagree	blank
Personal Support Workers for Sunnyside	76%	16%	7%	0%
Additional ambulances and paramedics	79%	12%	9%	0%
Add 25,000 service hours for GRT for additional routes/integrations	29%	26%	43%	2%
Add 10,000 service hours for GRT for service frequency	35%	27%	37%	2%
Conestoga College U-pass program	39%	24%	36%	1%
Specialized transit service in cities	67%	16%	16%	1%
Specialized transit service in townships	51%	19%	30%	0%
Improvements on route 21 to Elmira	36%	20%	44%	0%
More housing program supports, including overflow shelter beds	72%	13%	15%	1%
More housing program supports, including eviction prevention funding	62%	19%	18%	1%
Traffic signal operations resources	50%	26%	23%	1%
Traffic signal technology	57%	24%	19%	1%
Roads construction and utility permit support	57%	24%	17%	1%
Active transportation planning resources	60%	16%	23%	0%
Economic development funding	34%	34%	31%	1%
Residential Project Neutral Campaign funding	59%	21%	19%	1%
Community Energy Investment Strategy	67%	17%	16%	1%
EvolvGREEN funding	61%	19%	19%	1%

*Presented in the order in which the proposal question appeared in the questionnaire

The Region of Waterloo must balance the cost of delivering services with the amount that people are taxed. A final question asked respondents about a range of options regarding tax increases from whether they would be willing to pay more for improved or expanded services to reducing taxes and cutting services. Respondents were predominantly supportive of "increasing taxes enough to expand or improve services" (66%):

The Region of Waterloo must balance the cost of delivering services with the amount that people are taxed. Would you prefer the Region:	Subtotal	
Increase taxes enough to expand or improve services	319	66%
Increase taxes just enough to maintain existing services	66	14%
Not increase taxes and possibly reduce service levels	44	9%
Reduce taxes and cut services	27	6%
Don't know/not applicable	22	5%
blank	7	1%
Subtotal	485	100%

Appendix A

Seniors' Services

Sunnyside Home is facing an increasing need to provide more care to people with complex needs (such as Alzheimer's disease). Additionally the need for more 24 hour and end-of-life care is increasing. More Personal Support Workers (PSWs) are needed to meet these higher demands for care, and ensure the comfort and safety of residents around the clock. Once fully implemented, the additional PSWs would increase the annual property tax levy for Seniors' Services by \$381,000.

Hiring more Personal Support Workers to ensure comfort, safety and high quality around-the-clock care at Sunnyside Home at an annual cost of \$1.44 per average household is good value for the community.

Approximately 76% of respondents agreed that the proposal to add Personal Support Workers at Sunnyside Home is good value to the community.

Have you or anyone in your extended family lived in a Long Term Care Home (also known as a nursing home) in the past two years (2017 or 2018)?

Response	Yes	No	blank	Subtotal	
Strongly agree	62	135	0	197	41%
Agree	40	130	1	171	35%
Neither agree nor disagree	15	64	1	80	16%
Disagree	3	13	1	17	4%
Strongly disagree	4	13	2	19	4%
blank	0	1	0	1	0%
	124	356	5	485	100%

Are you or anyone in your extended family planning to move to a Long Term Care Home in the next year?







Response	Yes	No	Maybe	blank	Subtotal	
Strongly agree	11	154	31	1	197	41%
Agree	13	140	18	0	171	35%
Neither agree nor disagree	1	64	14	1	80	16%
Disagree	0	12	4	1	17	4%
Strongly disagree	1	12	3	3	19	4%
blank	0	1	0	0	1	0%
	26	383	70	6	485	100%

Paramedic Services

Adding two ambulances and paramedics would improve ambulance response times and help make sure that there are enough vehicles and staff to respond to 9-1-1 calls as the population grows and ages. Once fully implemented, adding two ambulances, paramedics, and support staff would increase the annual property tax levy for Paramedic Services by \$888,000.

Adding ambulances, paramedics and support staff, to help improve ambulance response times, at an annual cost of \$3.35 per average household, is good value for the community.

Approximately 79% of respondents agreed that the proposal to add Personal Support Workers at Sunnyside Home is good value to the community.

Response	When did you or someone in your immediate family most recently require the use of an ambulance?							Subtotal	
	within the past			over a		never	blank		
	month	6 months	year	year	ago				
Strongly agree								243	50%
Agree								141	29%
Neither agree nor disagree								57	12%
Disagree								29	6%
Strongly disagree								13	3%
blank								2	0%
	36	53	43	177	173	3	485	100%	

**Transit Services
Grand River Transit Business Plan**

The Grand River Transit (GRT) 2017-2021 Business Plan guides the planned improvements to the regional transit network and service levels over five years to work towards achieving the 2021 and 2031 ridership targets. The planned 2019 transit service improvements total 35,000 more service hours. It would include the addition of the 206 Coronation iXpress, supporting local routes in Cambridge and improved service levels on routes connecting with ION LRT (see the map <on the following page> that depicts proposed route changes that would be implemented subject to Council approval). Once fully implemented, adding 35,000 service hours would increase the annual property tax levy for Transit Services by \$2,852,000.

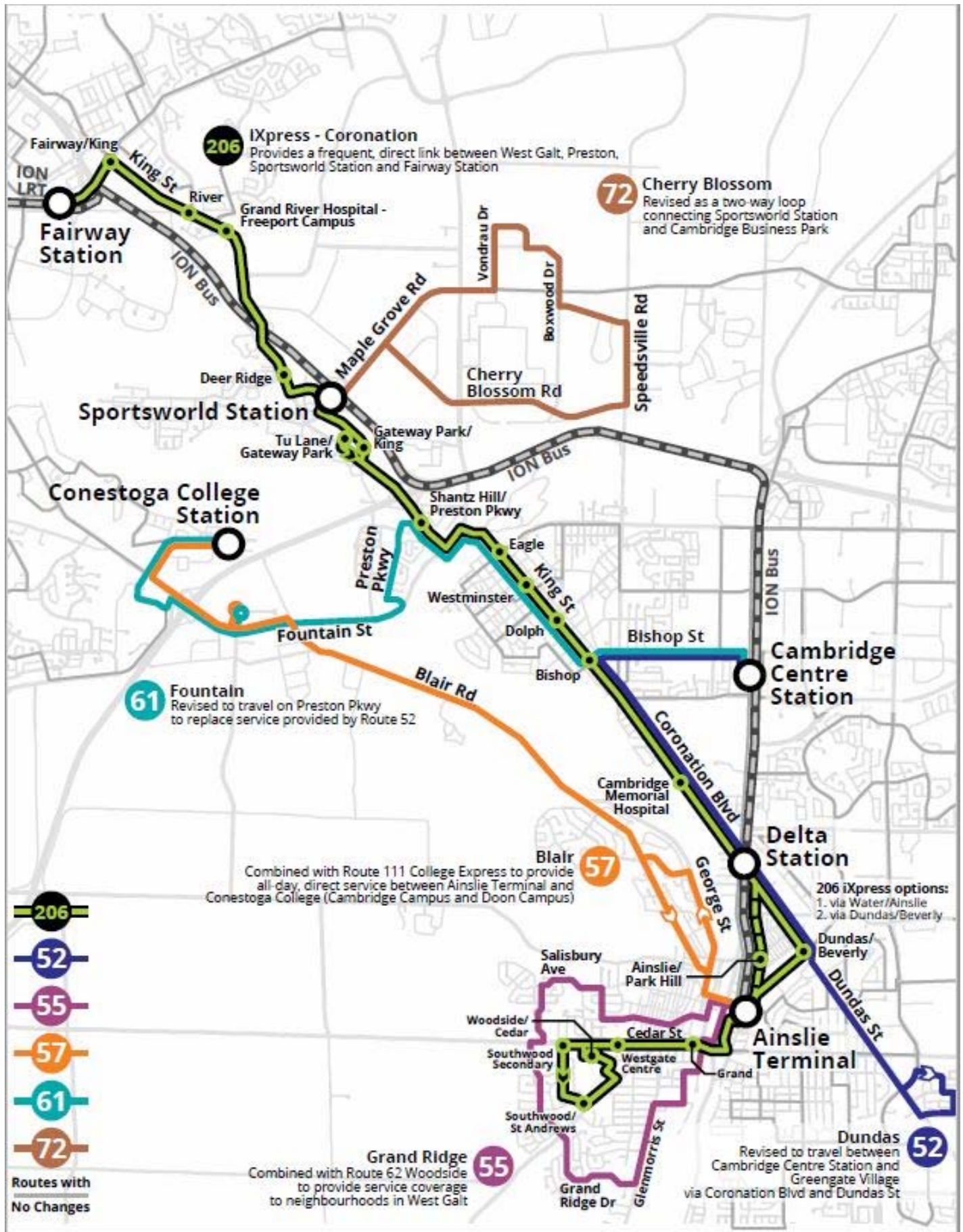
This proposal was split into two questions for feedback: service enhancements requiring an additional 25,000 annual service hours and service enhancements requiring an additional 10,000 annual service hours.

Adding 25,000 more service hours would provide for a new 206 Coronation iXpress route which integrates several local routes (including realignment of Routes 52, 61 and 72) as well as allow for the merging of Routes 55 and 62 in west Galt. These service hours, at an annual cost of \$9.38 per average household in Cambridge, Kitchener, and Waterloo provides good value to the community.

Approximately 29% of respondents agreed and 43% of respondents disagree that the proposal to add 25,000 service hours for new routes and route realignments is good value to the community. Approximately one quarter of respondents did not feel strongly one way or the other. Less than half of respondents (48%) indicated that they use transit services and support for this proposal was generally higher among transit users.

Response	Do you use public transit:							Subtotal	
	daily	weekly	monthly	a few times a year	Never	blank			
Strongly agree	9	14	10	29	10	0	72	15%	
Agree	13	6	6	23	22	0	70	14%	
Neither agree nor disagree	6	4	8	37	69	0	124	26%	
Disagree	5	4	9	26	83	0	127	26%	
Strongly disagree	4	1	2	11	60	3	81	17%	
blank	1	0	1	2	7	0	11	2%	
	38	29	36	128	251	3	485	100%	


2019 GRT Service Improvements Map



GRT Business Plan (continued)

An additional 10,000 service hours would provide for weekend and late evening service to Route 52, increasing Sunday service from 60 to 30 minute frequency on Route 55, full peak period 15 minute weekday service frequency on Route 61 and 30 minute midday service and evening service on combined Routes 57/111. Adding these service hours at an annual cost of \$3.04 per average household in Cambridge, Kitchener and Waterloo provides good value to the community.

Approximately 35% of respondents agreed and 37% of respondents disagreed that the proposal to add 10,000 service hours to improve service frequency on certain routes is good value to the community. Approximately one quarter of respondents did not feel strongly one way or the other. Less than half of respondents (48%) indicated that they use transit services and support for this proposal was generally higher among transit users.

		Do you use public transit:							
Response		daily	weekly	monthly	a few times a		blank	Subtotal	
					year	never			
Strongly agree		9	12	8	30	14	0	73	15%
Agree		15	5	12	32	31	0	95	20%
Neither agree nor disagree		7	8	3	33	79	0	130	27%
Disagree		2	3	8	20	73	0	106	22%
Strongly disagree		5	1	3	10	51	3	73	15%
blank		0	0	2	3	3	0	8	2%
		38	29	36	128	251	3	485	100%

Conestoga College U-Pass

Conestoga College students have voted with 58 per cent in support of a student pass which allows for unlimited travel on GRT (Universal Pass – U-Pass). The U-Pass at Conestoga College, similar to the U-Pass programs at University of Waterloo and Wilfrid Laurier University would be valid for 12 months and each full-time college student would pay \$274 (two semesters of \$137) for unlimited use of transit services in a calendar year. Greater student transit use reduces campus parking demand and traffic congestion. The program would require an additional 15,225 annual service hours and would be implemented September 2019, subject to Regional Council approval. Providing the U-Pass program to Conestoga College students would increase the annual property tax levy for Transit Services by \$885,000.

An additional 15,225 service hours in Grand River Transit to implement the U-Pass program at Conestoga College at an annual cost of \$3.85 per average household in Cambridge, Kitchener, and Waterloo is good value to the community.

Approximately 39% of respondents agreed and 36% of respondents disagreed that the proposal to implement the U-Pass program for Conestoga College students is good value to the community. Approximately one quarter of respondents did not feel strongly one way or the other. Less than half of respondents (48%) indicated that they use transit services and support for this proposal was generally higher among transit users.

Response	Do you use public transit:							Subtotal	
	daily	weekly	monthly	a few times	a year	never	blank		
Strongly agree	14	18	14	30	19	0	95	20%	
Agree	9	1	7	35	40	1	93	19%	
Neither agree nor disagree	9	5	5	25	71	0	115	24%	
Disagree	3	3	6	25	61	0	98	20%	
Strongly disagree	3	1	4	12	57	2	79	16%	
blank	0	1	0	1	3	0	5	1%	
	38	29	36	128	251	3	485	100%	

Specialized Transit

In June 2017, Council adopted the MobilityPLUS and Kiwanis Transit Five-Year Business Plan 2017-2021. The plan recommends to continue expanding specialized transit services to levels of comparable sized municipalities and to reduce the number of unaccommodated trips. Each expansion vehicle will accommodate approximately 6,000 rides annually. Once fully implemented, two additional vehicles would increase the annual property tax levy for Transit Services by \$354,000.

An additional expansion bus for MobilityPLUS service at an annual cost of \$0.81 per average household in Cambridge, Kitchener, and Waterloo is good value to the community.






Approximately 67% of respondents agreed that the proposal to add one expansion vehicle for specialized transit in the urban service area is good value to the community.

Do you use public transit:											
Respondents who live in the three cities								Live outside of the Region	No answer given	Subtotal	
Response	daily	weekly	monthly	a few times a year	never	blank					
Strongly agree		18	12	12	46	43	1	0	0	132	31%
Agree		10	13	11	34	74	0	6	2	150	36%
Neither agree nor disagree		3	1	7	21	40	0	0	0	72	16%
Disagree		2	0	4	6	15	0	3	1	31	8%
Strongly disagree		2	1	1	7	21	0	0	1	33	8%
blank		0	0	0	1	2	0	0	1	4	1%
		35	27	35	115	195	1	9	5	422	100%

Specialized Transit (continued)

An additional expansion bus for Kiwanis service at an annual cost of \$4.77 per average household in North Dumfries, Wellesley, Wilmot and Woolwich is good value to the community.

Approximately 51% of respondents agreed that the proposal to add one expansion vehicle for specialized transit in the rural service area is good value to the community.






Do you use public transit:									
Respondents who live in the four townships								Subtotal	
Response	daily	weekly	monthly	a few times a year	never	blank			
Strongly agree		2	1	0	2	9	0	14	22%
Agree		0	0	0	3	15	0	18	29%
Neither agree nor disagree		0	0	1	3	8	0	12	19%
Disagree		0	0	0	1	4	0	5	8%
Strongly disagree		0	0	0	3	11	0	14	22%
blank		0	0	0	0	0	0	0	0%
		2	1	1	12	47	0	63	100%

Route 21 Elmira

To continue ridership growth on Route 21, it is proposed to increase the frequency of service from 60 to 30 minutes during the weekday midday and from 40 to 30 minutes on Saturday and extend Saturday service from 4 p.m. to 7:30 p.m. Continuing the pilot transit route through the town of Elmira would increase neighbourhood service coverage and connect customers with the current Route 21. Once fully implemented, these service enhancements would increase the annual property tax levy for Transit Services by \$285,000.

Increasing frequency on Route 21 and continuing the new transit route through the town of Elmira at an annual cost of \$20.84 per average household in Woolwich is good value to the community.

Approximately 36% of respondents agreed and 44% of respondents disagreed that the proposal to improve service frequency and coverage of Route 21 in Woolwich is good value to the community. Almost one quarter of respondents did not feel strongly one way or the other. Less than half of respondents (44%) indicated that they use transit services. The total number of respondents who indicated they were from the township of Woolwich was quite small overall with a total of 25 individuals. With such a low number of total respondents, the results to this question are impacted such that each response generates approximately a 4% change in the percentage response rate.

		Do you use public transit:								
		Respondents who live in the Township of Woolwich								
Response		daily	weekly	monthly	a few times a		never	blank	Subtotal	
					year	month				
Strongly agree		1	1	0	2	1	0	5	20%	
Agree		0	0	0	2	2	0	4	16%	
Neither agree nor disagree		0	0	0	0	5	0	5	20%	
Disagree		0	0	0	1	2	0	3	12%	
Strongly disagree		1	0	0	3	4	0	8	32%	
blank		0	0	0	0	0	0	0	0%	
		2	1	0	8	14	0	25	100%	

Housing Services

The Region is responsible for addressing local community housing pressures. There is significant pressure to help people find affordable housing and stay housed, particularly those with deep levels of need. The waiting list for affordable housing grew by 40 per cent in the last year. The shelter system has been under pressure as the demand for shelter space continues to increase (primarily from single men but more recently families as well). The waiting list for housing support dedicated to people experiencing chronic homelessness has remained between 250- 300 people over the last year (about 40 of whom are living outside). The Region’s eviction prevention program is operated by Lutherwood and has been experiencing pressures as community needs continue to increase. Once fully implemented, providing for additional flexible winter shelter resources, rent assistance in times of need, and program staffing supports to meet demand and reduce waitlists would increase the annual property tax levy for Housing Services by \$1,244,000.

Serving 10 individuals with portable home-based supports, providing for 45 winter shelter overflow beds, and adding one additional staff resource at an annual cost of \$2.34 per average household is good value to the community.

Approximately 72% of respondents agreed that the proposal to increase funding for portable home-based supports, including 45 winter shelter overflow beds is good value to the community.

Response	Age of Respondent					Subtotal	
	18-25	26-39	40-64	65+	blank		
Strongly agree	18	87	77	16	1	199	41%
Agree	7	74	62	7	1	151	31%
Neither agree nor disagree	2	19	35	5	0	61	13%
Disagree	0	19	19	1	1	40	8%
Strongly disagree	1	10	14	3	3	31	6%
blank	0	1	2	0	0	3	1%
	28	210	209	32	6	485	100%

Housing Services (continued)

Serving an additional 20 individuals with portable home-based supports and providing additional eviction prevention funding at an annual cost of \$2.36 per average household is good value to the community.

Approximately 62% of respondents agreed that the proposal to increase funding for additional portable home-based supports, including eviction prevention funding is good value to the community.

Response	Age of Respondent					Subtotal	
	18-25	26-39	40-64	65+	blank		
Strongly agree	16	78	58	15	1	168	35%
Agree	7	62	55	7	2	133	27%
Neither agree nor disagree	3	33	50	5	0	91	19%
Disagree	1	25	25	1	0	52	11%
Strongly disagree	1	11	17	4	3	36	7%
blank	0	1	4	0	0	5	1%
	28	210	209	32	6	485	100%


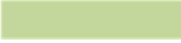




Roads

Traffic Signal Network

Traffic signal operations are currently supported by 11 staff members. Traffic signal personnel are responsible for the maintenance of: over 500 traffic control signals; numerous surveillance cameras at roundabouts; intersection/warning flashers; 3000+ vehicle detection lanes; Paramedic/Transit Services signals; utility locates (10,340 in 2017); yearly installation of new/updated traffic signals; and soon the addition of the Light Rail Transit (LRT) traffic signals. The addition of two Signal Maintainers and one Signal Technician is proposed in order to continue covering daily maintenance of this infrastructure as well as 52 LRT intersections that will require more time-sensitive and on-demand attention to ensure that ION service is not interrupted. Once fully implemented, increasing Traffic Operations staffing resources by three positions plus related vehicle equipment would increase the annual property tax levy for Transportation (Roads) by \$307,000.

Adding three additional Traffic Signal staff positions and related vehicle equipment at an annual cost of \$1.16 per average household is good value to the community.

Approximately 49% of respondents agreed that the proposal to increase Traffic signal resources is good value to the community.

Response		Subtotal	
Strongly agree		119	24%
Agree		123	25%
Neither agree nor disagree		128	26%
Disagree		72	15%
Strongly disagree		38	8%
blank		5	1%
		485	100%



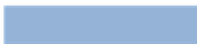



Roads (continued)

Traffic Signal Technology

Advancements in traffic signal technology can now allow traffic signals to be re-calibrated once every 2.5 years versus the current five-year cycle. The potential benefits of more frequent signal calibration include reduced travel times and greenhouse gas emissions by reducing delays up to five per cent. Implementing a new traffic signal technology on the entire road network would require significant investment in capital funded by debt and thereby increase the annual property tax levy by \$625,000.

Implementing a new traffic signal technology on the full traffic signal system at an additional annual cost of \$2.36 per average household is good value to the community.

Approximately 57% of respondents agreed that the proposal to implement a new traffic signal technology is good value to the community.

Response		Subtotal	
Strongly agree		158	33%
Agree		118	24%
Neither agree nor disagree		115	24%
Disagree		57	12%
Strongly disagree		34	7%
blank		3	1%
		485	100%







Roads (continued)

Construction and Utility Permits

Roads staff review and approve applications for permits to install sewers, water mains, gas lines, communication equipment and other municipal services within the Region’s road ways and boulevards. Roads staff also review and approve all applications for permits to carry out construction work within the Region’s road ways and boulevards. The timely and accurate processing of these applications is essential to keeping municipal and private construction projects on track and built safely while avoiding costly errors which may negatively impact road users. The Region is seeing increasing volumes of these applications in recent years and staffing levels in this program have not kept pace with the growth in the number of applications. In 2017, the number of applications doubled compared to the annual average number of applications in the years between 2010 and 2015. Target timelines are not being met and staff overtime is increasing annually. Once fully implemented, adding an Engineering Technologist to the program would increase the annual property tax levy for Roads by \$106,000.

Adding one Engineering technologist at an annual cost of \$0.40 per average household is good value to the community.

Approximately 57% of respondents agreed that the proposal to add an Engineering Technologist is good value to the community.

Response		Subtotal	
Strongly agree		116	24%
Agree		161	33%
Neither agree nor disagree		118	24%
Disagree		46	9%
Strongly disagree		39	8%
blank		5	1%
		485	100%



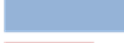


Roads (continued)

Active Transportation

The Region’s long-range plans include adding more sidewalks and bike lanes to encourage more people to use “human-powered” ways of getting around. The work required to plan and build new bike lanes and sidewalks requires more staff time. There is currently not enough staff at the Region to meet this demand and an additional transportation planning engineer is required for these projects to proceed on time. Adding this staff position would increase the annual property tax levy by \$116,000.

Adding one staff position for active transportation planning at an annual cost of \$0.44 per average household is good value to the community.

Approximately 61% of respondents agreed that the proposal to increase active transportation planning resources is good value to the community.

Response		Subtotal	
Strongly agree		163	34%
Agree		129	27%
Neither agree nor disagree		78	16%
Disagree		57	12%
Strongly disagree		57	12%
blank		1	0%
		485	100%

Economic Development

The Office of Regional Economic Development (ORED) receives requests to support strategic growth initiatives from different industry associations or economic development organizations. More than half of the requests received by ORED are one-time requests that have not been planned for. The remaining requests fluctuate in the level of financial support requested. Where possible, these events are supported from existing budgets. However, others such as Communitech’s True North conference require new funding. Once fully implemented, adding funding for ORED economic development initiatives would increase the annual property tax levy for Economic Development by \$300,000.

Providing new funding for economic development initiatives at an annual cost of \$1.13 per average household is good value to the community.

Approximately 34% of respondents agreed and 31% of respondents disagreed that the proposal to increase funding for economic development initiatives is good value to the community. Approximately a third of respondents did not feel strongly one way or the other.

Response	Where do you live?									Subtotal	
	Cam	Kit	Wat	ND	Wel	Wil	Woo	Region	outside blank		
Strongly agree	2	26	18	0	0	2	5	1	1	55	11%
Agree	10	56	31	3	2	2	5	3	0	112	23%
Neither agree nor disagree	22	89	29	4	3	8	5	4	1	165	34%
Disagree	11	41	30	0	1	8	4	1	0	96	20%
Strongly disagree	9	22	9	0	3	3	5	0	3	54	11%
blank	0	3	0	0	0	0	0	0	0	3	1%
	54	237	117	7	9	23	24	9	5	485	100%

Community Sustainability

Residential Project Neutral Campaign

As part of the Community Energy Investment Strategy, the Residential Project Neutral Program will help local homeowners to reduce energy costs and greenhouse gas (GHG) emissions. Funding the program would attract over \$200,000 in investment from project partners and increase the impact of current utility incentive and rebate programs. The program would improve residents' access to available incentives including households with lower income that may be eligible to receive financial support from the Ontario Energy Affordability Fund and Home Assistance Program. Adding funding for the Residential Project Neutral Program would increase the property tax levy in 2019 and 2020 by \$58,000.

Providing new funding for the Residential Project Neutral Campaign at an annual cost of \$0.22 per average household in 2019 and 2020 is good value to the community.

Approximately 59% of respondents agreed that the proposal to provide funding for the Residential Project Neutral Campaign is good value to the community.

Response	Are you a:				Subtotal	
	Home-owner	Renter	Other	Blank		
Strongly agree	109	34	5	0	148	31%
Agree	113	21	2	1	137	28%
Neither agree nor disagree	80	15	5	1	101	21%
Disagree	34	7	0	2	43	9%
Strongly disagree	42	5	2	2	51	10%
blank	4	1	0	0	5	1%
	382	83	14	6	485	100%

Community Sustainability (continued)

Community Energy Investment Strategy

The Community Energy Investment Strategy (CEIS) aims to advance larger scale innovative projects that improve Waterloo Region’s energy self-sufficiency by encouraging the use of locally available energy resources rather than importing them into the region such as solar or ground source heating. Local energy generation, distribution and storage projects can reduce energy costs, lower greenhouse gas (GHG) emissions and increase energy security. Other indirect benefits include keeping more energy dollars circulating in the local economy (i.e. through less energy imports) and job creation. Providing funding for this initiative would increase the property tax levy in 2019 - 2022 by \$100,000.

Providing funding in support of Local energy generation, distribution and storage projects at an annual cost of \$0.38 per average household in years 2019 – 2022 is good value to the community.

Approximately 67% of respondents agreed that the proposal to provide funding for the Community Energy Investment Strategy is good value to the community.

Response	Are you a:				Subtotal	
	Home-owner	Renter	Other	Blank		
Strongly agree	129	33	5	1	168	35%
Agree	122	30	2	2	156	32%
Neither agree nor disagree	65	12	4	0	81	17%
Disagree	25	5	1	1	32	7%
Strongly disagree	37	3	2	2	44	9%
blank	4	0	0	0	4	1%
	382	83	14	6	485	100%



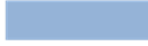



Community Sustainability (continued)

EvolvGREEN

The EvolvGREEN online hub fosters innovation in the development of the clean tech (low carbon/environmental benefit) economy by bringing together university researchers and students, start-up clean tech companies, non-profit and for-profit entities, as well as government agencies. EvolvGREEN partners include Sustainable Waterloo Region, the Accelerator Centre, the City of Waterloo, University of Waterloo Institute for Sustainable Energy, and Wilfrid Laurier University. Providing an operating grant to support this ongoing work would increase the property tax levy for Community Planning in years 2019 - 2022 by \$50,000.

Providing an operating grant in support of the EvolvGREEN hub at an annual cost of \$0.19 per average household in years 2019 - 2022 is good value to the community.

Approximately 61% of respondents agreed that the proposal to provide funding for the EvolvGREEN is good value to the community.

Response		Subtotal	
Strongly agree		161	33%
Agree		136	28%
Neither agree nor disagree		93	19%
Disagree		47	10%
Strongly disagree		44	9%
blank		4	1%
		485	100%

Appendix B - Open-Ended Question

Is there anything else you want Regional Council to consider as they make their decision on the Region's 2019 budget?

A number of unique themes were evident in the public's 180 responses to this question. Some responses had more than one theme. Responses have been reviewed by Citizen Service and the results are summarized in the table below:

Theme (referenced 3 or more times)	Count
Focus on active transportation (e.g. cycling)	34
Improve paramedic services	31
Use technology effectively	18
Improve affordable housing	15
Improve police services	14
Improve services by becoming more efficient	13
Focus on green energy initiatives	9
Focus on essential services	8
Focus on road improvements	6
Review staffing levels/positions	6
Strategic decisions re: tax spending	6
Improve GRT	5
No support for tax increase	5
Increase efficiencies between regional and municipal government	5
Modify how taxes are allocated	3
No support for Consumption and Treatment Services	3
Improve budget consultation	3
Improve health care	3
Review police service spending	3
subtotal	191

Number of unique themes identified in 180 responses

74



**Region of Waterloo
 Planning, Development and Legislative Services
 Council and Administrative Services**

2019 Budget

Information Paper

2019 Region of Waterloo POA Revenue

Budget Committee Date: February 19, 2019

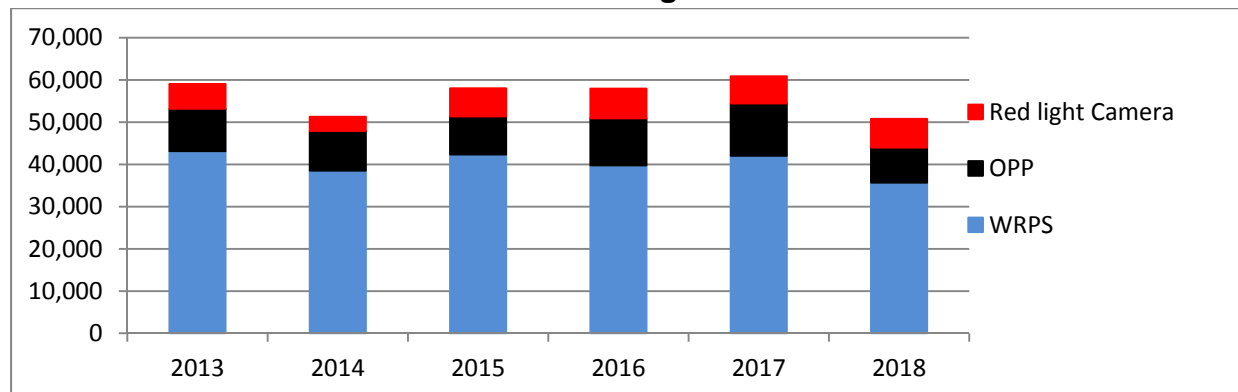
The purpose of this budget information paper is to provide an analysis of expense, ticket, and revenue trends in the Provincial Offences Court program area over the past six years.

POA Revenue Trends

Provincial Offences Act (POA) revenues are affected by a number of factors:

- The number of and type of tickets filed;
- General revenue paid to the court before a fine is due;
- Collection revenue based on fines that go into default;
- Influence of court processes, mainly early resolution, on the value of fines to be paid;
- More defendants are choosing to bring their matters before the court which can result in lesser fine amounts and higher program costs.

**Ticket Trends
 Number of Charges Per Year**



Ticket Trends – Fast Facts

The number of charges/tickets filed with the court has decreased substantially since 2010. Only 50,790 tickets were filed in 2018 whereas 70,000 charges/tickets were filed in 2010.

The Region tracks the number of charges in three categories (WRPS, OPP, and Red-Light Camera)

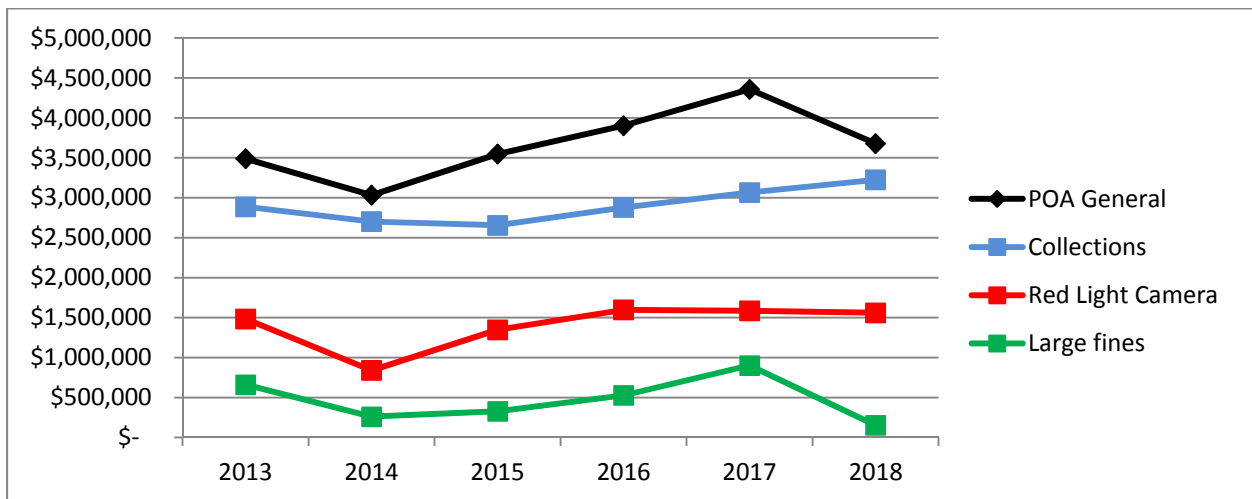
- Waterloo Regional Police Service (WRPS) - Files the greatest number of tickets with the court, 35,600 in 2018. This is 7,000 less tickets than in 2017.
- Ontario Provincial Police (OPP) - Filed 8,284 tickets which, down 2,400 from 2017. This is also down from their average of 9,710.
- Red Light Camera (RLC) - 6,822 RLC tickets filed in 2018. RLC ticket numbers have been stable over the last 4 years.

Fine revenue fluctuates and is dependent on a number of factors

Revenue is realized when a fine is paid and is affected by:

- The number of tickets filed with the court.
- Whether or not fines are reduced by in-court process such as early resolution.
- The amount of large fines paid.
- Reduction of the applied fine through early resolution and the number of cases that utilize the early resolution process has to date increased by 26% since 2015.

The chart below provides the amount of revenue received by category over the past 6 years.



- **Large Fines** - Large fine payments are any fines paid with a value greater than \$10,000. A total of \$154,025 was paid in 2018, compared with \$901,155 in 2017. There is significant variation in the value of large fines paid each year. It is difficult to project large fine revenue.
- **General Revenue** - This is the largest revenue category. General revenues have increased since 2014 due to a steady increase in large fine payments. However, large fine payments decreased significantly in 2018 resulting in lower general revenue.
- **Red Light Camera (RLC) Revenue** – The RLC revenue received was \$1,547,960 in 2018. Revenue peaked in 2012 at \$1.9 million and reached its lowest point in 2014 \$840,000. RLC revenue is affected by winter weather conditions, camera operation, and the installation of additional cameras at a new location.
- **Collection Revenue** - Collection revenue is broken into 2 categories, internal collection revenue and external collection. The internal collection program is handled by two in-house collectors to work defaulted fines. These collectors collect 54% of defaulted fines. Revenue for in house collection is currently leveling off however an additional \$91,000 was collected in 2018 for a total of \$2,261,237. External collection is handled through a collection agency. In 2018 external collection agency revenue was \$963,100. This has increased from \$522,000 in 2012. On average the agency collects \$639,000. The Region pays a cost for external collections.

Service Ontario (SO) payments and Plate Denial

Legislation passed in 2017 to deny plate renewal for defaulted fines if the fine also suspends the driver's license. Payments can now be made at SO rather than only at the court. In 2018 SO took 2,427 fine payments for the Region in the amount of \$673K. The Ministry of Transportation (MTO) takes \$20 from every fine paid at SO which diverted \$48,540 from the Region in 2018. The effect of SO taking payments on Region fine revenue is not yet clear: There was an increase in defaulted fine revenue in 2018, however, it is not known if this is the result of payments taken by SO, the product of POA collectors referring defendants to SO to pay their fines so defendants can get their license back faster, or a combination of both. The Municipal Court Managers Association has referred the question of efficiency of this measure to its Statistics Committee but there is no result yet. MTO increased the reinstatement fee for driver's licenses from \$198 in 2018 to \$275 in 2019.

2019 POA Revenue Budget

Actual revenue for 2018 was \$8,627,667, \$126,397 below the budgeted amount of \$8,754,064. POA revenues did not meet budgeted targets in 2018 due in large part to a decrease in large fines of \$750,000. POA revenue budgets are set according to past revenues received and ticket trends. The POA revenue budget for 2019 has also been set at \$8,754,064 and has been adjusted as follows: general revenue decreased by \$385,000, collections increased by \$285,000 and RLC revenue increased by \$100,000.

2019 POA Expenditure Budget

The Province amended the Provincial Offences Act (POA) in 2012 and 2017. It improved defendant access to justice by making it easier to engage court processes. The volume of charges for 2017 and 2018 represents a 66% increase as compared with the volume of charges prosecuted, administered, and scheduled prior to the legislative amendments. This puts pressure on prosecution and administrative resources that will continue in 2019. Listed below are some of the pressures on the POA operating budget.

- **Scheduling** - POA utilized over 40 extra court days per year in 2017 and 2018.
- **Early Resolution** – The number of cases handled increased by more than 50%, from 10,000 in 2013 to more than 15,100 scheduled in 2018.
- **Prosecution Staff Resources** – Extra prosecutors are required to manage three courtrooms and office staff to handle administrative tasks. Prosecution costs continue to be higher than budget (\$23,000 in 2018). A 2019 budget issue paper proposes to add a prosecutor to meet increasing demand in the courtroom.
- **Part III Prosecutions** – The Ministry announced in August 2017 that it intends to download this function to municipalities within the next two years. This download is expected to increase the cost of providing this service by over \$100,000. As of this date the Province has yet to move forward on this.
- **Adjudication Fees**- Extra court days mean higher costs for adjudication. In 2016, the hourly cost was increased by 30%. The cost of adjudication for 2018 was \$485,699 which is an increase from \$306,000 in 2015. The budget has been increased by \$100,000 in 2019 to reflect anticipated increased court time.
- **POA Administration Staff** - POA court staff are also under pressure to handle increased administrative tasks in the office and in-court. The 2019 budget issue paper proposes to add two administrative staff (in addition to the prosecutor) to meet increasing administrative demands.
- **Quality Assurance Fees** – These are fees payable to the province to oversee municipal operation of POA. In 2015, this fee was increased by 100%, from

\$23,500 to \$47,000 per year. This increase has been reflected in the 2019 base budget.

- **ICON** – ICON is the provincial database used by POA. The province charges a fee of \$2 per charge entered. The Region paid \$103,000 for this expenditure in 2018. The ICON system is an old program written in the DOS computer language, and does not suit municipal requirements. As a result the majority of municipal courts, including the Region, utilize supplemental software to manage business requirements at an additional cost.
- **Interpreters** – All accused have the right to a court provided interpreter if required. The cost of this service was \$123,000 in 2018.

2019 POA Budget Overview

The following chart provides an overview of POA revenue and expenditure budgets since 2015.

In \$thousands

	2015	2016	2017	2018	2019	2019 budget change
Revenue						
Budget	\$7,670	\$7,933	\$8,383	\$8,754	\$8,754	\$0
Actual	7,721	8,544	9,181	8,628		
Variance	\$51	\$610	\$798	(\$126)		\$0
Expense						
Budget	\$3,640	\$3,747	\$3,771	\$3,950	\$4,132	\$182
Actual	3,561	3,850	4,053	4,323		
Variance	\$79	(\$103)	(\$282)	(\$373)		
Total Variance	\$130	\$507	\$516	(\$499)		



Region of Waterloo Budget Committee

2019 Budget

Information Paper

Fees & Charges By-Law

Budget Committee Date: February 19, 2019

Background

Section 391 of the Municipal Act permits municipalities to establish and maintain a list of services subject to fees or charges. By-law Number 17-76, a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo, has been adopted to fulfill this requirement. This by-law is reviewed annually to incorporate new or revised fees adopted by Regional Council.

2019 Budget

As part of the 2019 budget process, all service areas reviewed their fees and charges and, where appropriate, are proposing changes to certain fees. On January 16, 2019 staff presented an information paper outlining proposed changes to the Fees and Charges By-law for 2019 (pages 36-48 of January 16, 2019 Budget Committee agenda). **Appendix A** provides an updated list of fees that are proposed to be changed during 2019. As user rates for Water and Wastewater are approved by separate by-laws, they are not included in this schedule.

The following table provides a summary of the proposed changes:

Program area	Nature of proposed changes
Airport Services	Increases for advertising fees, landing fees, land lease development fees, land rental fees, lease rates, airline associated fees and real estate fees
Community Planning	Consolidation of draft approval and submission of completed application fees into one plan of condominium/subdivision application fee
Legal Services	4% increases to all fees

Program area	Nature of proposed changes
Ken Seiling Waterloo Region Museum	Increases to classroom and theatre room rental fees and reduction in the rental fee for the Grand Foyer on Friday's and Sunday's
Schneider Haus	Introduction of new user fees for birthday party packages and room rentals
McDougall Cottage	Introduction of new user fees for Tartan Teas and cottage rentals
Region of Waterloo Library	Increase for non-resident membership fee, introduction of new overdue charge for Wi-Fi hotspot and adjusted pricing structure for room rentals
Waste Management	Increases to tipping fees, recyclable loads and the special handling load rate. Removal of user fees associated with rural Waste Management facilities and the depot drop-off program (tires and electronic waste). Consolidation of fees associated with CFC Removal Charges for Appliances.
Transit Services	3% fare increase*, consolidation of various TravelWise Corporate Pass discounts into one monthly fare product and consolidation of categories and number of employees/occupants per category for TravelWise Program Service fees
Water Services	Introduction of new user fee for filming (commercial)
Seniors' Services	Increases for Community Alzheimer Program fees, facility rental charges, telephone/television and meal fees, and removal of fee associated with Loaves and Fishes
Supportive Housing	Introduction of new user fee for pendant replacement
Paramedic Services	Increases to special event coverage fees and requests for information

* The Transit for Reduced Income Program (TRIP) is under review and an increase in the Transit TRIP pass is not being included at this time. Staff will be reporting on the results of this review in the coming months and any required changes to the TRIP Pass will be requested at that time.

Fee increases identified in the appendix have been used in the preparation of the 2019 Preliminary Operating Budget. Should Council decide to change any other fee or charge listed under the by-law during the budget process, proposed changes listed herein would be updated.

A resolution to repeal the current Fees and Charges By-law and pass a new Fees and Charges By-law will be included along with the General Budget Resolutions for Budget Committee on February 19, 2019.

Appendix A – Proposed Changes to the Fees and Charge By-Law

Description	Current Fee	Effective Date	Proposed Fee
PLANNING, DEVELOPMENT & LEGISLATIVE SERVICES			
Airport Services (Region of Waterloo International Airport)			
Advertising			
39 1/4" x 50" Airport Terminal Building Lobby	\$186.40	19-Feb-19	\$191.99
68 1/8" x 47 1/8" Airport Terminal Building Lobby	\$243.73	19-Feb-19	\$251.04
19 5/8" x 47 1/8" Airport Terminal Building Lobby	\$172.02	19-Feb-19	\$177.18
39 1/4" x 240" Airport Terminal Building Lobby	\$540.09	19-Feb-19	\$556.29
68 5/8" x 46 7/8" Outside Parking Shelter	\$112.50	19-Feb-19	\$115.88
Advertising Displays in Terminal Building (over 50 square feet)	\$11.00/sq. ft.	19-Feb-19	\$11.33/sq. ft.
Roadside Signage	\$ 50.00 per side	19-Feb-19	\$51.50 per side
Advertising Displays under 50 sq. ft.	\$12.00 per sq. ft.	19-Feb-19	\$12.36 per sq. ft.
Digital Media	\$200.00	19-Feb-19	\$206.00
Landing Fees			
Landing Fees per 1,000 kg. or part thereof (2,500 kg. and greater) (Based on gross take off weight)			
2,500 - 21,000 kg.	\$7.00	19-Feb-19	\$7.25
21,001 - 45,000 kg.	\$7.00	19-Feb-19	\$7.25
Greater than 45,000 kg.	\$7.00	19-Feb-19	\$7.25
Helicopters	\$7.00	19-Feb-19	\$7.25
Major aerospace original equipment manufacturers (OEM) and tier one suppliers with greater than 100 employees, who are airport tenants, for the purpose of test flights	New	19-Feb-19	\$0.00
Land Lease Development Fees			
Major aerospace original equipment manufacturers (OEM) and tier one suppliers with greater than 100 employees	New	19-Feb-19	\$0.00
Airport Sewage User Charge	\$6.00/cubic metre	19-Feb-19	\$6.50/cubic metre
Land Rental Fees			
	\$160.00 per acre	19-Feb-19	\$180.00 per acre
Lease Rates			
Adjusted annually based on the Consumer Price Index (C.P.I.). Increase is only applicable to new or renewed agreements.			
Private Building Rate	\$0.30/sq. ft.	19-Feb-19	\$0.305/sq. ft.
Commercial Building Rate	\$0.30/sq. ft.	19-Feb-19	\$0.305/sq. ft.
Hangar Rent	\$4.70/sq. ft.	19-Feb-19	\$4.80/sq. ft.
Airline Associated Fees			
Aircraft Pushback Fee (per push back)	\$30.00	19-Feb-19	\$35.00

Description	Current Fee	Effective Date	Proposed Fee
Real Estate Fees			
Assignment of Leases	\$250.00	19-Feb-19	\$500.00
Community Planning			
Condominium Plans			
Draft Approval *	\$1,150.00	19-Feb-19	Delete
Submission of completed application	\$2,000.00 + \$100.00 / residential unit (to a maximum fee of \$5,000.00)	19-Feb-19	Delete
Plan of Condominium application	New	19-Feb-19	\$3,150.00 + \$100.00 / residential unit (to a maximum fee of \$6,150.00)
Subdivision Plans			
Draft Approval	\$4,025.00	19-Feb-19	Delete
Plan of Subdivision application	\$2,500.00 + \$250.00 / hectare (to a maximum fee of \$11,500.00)	19-Feb-19	Delete
Plan of Subdivision application	New	19-Feb-19	\$6,525.00 + \$250.00 / hectare (to a maximum fee of \$15,525.00)
Legal Services			
Development Agreements, Site Plan Agreements, and Any Amending Agreements (fee plus disbursements*)	\$617.00	19-Feb-19	\$641.50
Release or Partial Release of Development Agreement ** (fee plus disbursements*)	\$69.00	19-Feb-19	\$71.75
Certificate of Compliance (per agreement)	\$69.00	19-Feb-19	\$71.75
Encroachment Agreements ** (fee plus disbursements*)	\$264.00	19-Feb-19	\$274.50
Full/Partial Closure of Road (+ \$2,000.00 deposit *** and disbursements*)	\$733.00	19-Feb-19	\$762.30
Easement Required to be Conveyed to Region as Condition of Development or Site Plan Approval (fee plus disbursements*)	\$239.00	19-Feb-19	\$248.50

Description	Current Fee	Effective Date	Proposed Fee
Land Required to be Conveyed to Region as Condition of Development or Site Plan Approval (fee plus disbursements*)	\$119.00	19-Feb-19	\$123.75
Release, Partial Release or Replacement of Existing Easement, Release or Partial Release of One Foot Reserve or other Regional interest in lands if no other consideration passing (fee plus disbursements*)	\$269.00	19-Feb-19	\$279.75
All ancillary and Amending documentation, including, but not limited to, Assumption Agreements related to the Affordable Home Ownership Program (fee plus disbursements*)	\$278.00	19-Feb-19	\$289.00
Servicing Agreements ****	\$53.00	19-Feb-19	\$55.00
Waterloo Region Housing only: Mortgage Discharge Statement Fee for Affordable Home Ownership Program	\$75.60	19-Feb-19	\$78.50
* Disbursements include advertisement, survey, land registry office fees and any other associated costs, as applicable. Disbursements for Land Registration and Search Fees are imposed by the Provincial government or authorized agency and are subject to increase(s) as imposed by same (the actual increase in registration fee and flat charge for Final Search costs will be increased by the percentage by which the Province increases its search fee, rounded to the nearest dollar).			
** Fee waived if encroachment is required due to road widening dedication			
*** Deposit required - unused balance returned to purchaser without interest on closing			
**** Fee waived if servicing agreement is accompanied by development application			
Ken Seiling Waterloo Region Museum			
Room Rentals	Standard / Community Group		Standard / Community Group
Classroom A - Day per Hour	\$30.00 / \$20.00	1-Apr-19	\$40.00 / \$25.00
Classroom A - Evening / Weekend per Hour	\$60.00 / \$40.00	1-Apr-19	\$75.00 / \$45.00
Classroom B - Day per hour	\$20.00 / No charge	1-Apr-19	\$30.00 / No charge
Classroom B - Evening / Weekend per Hour	\$40.00 / \$30.00	1-Apr-19	\$50.00 / \$35.00
Theatre - Day per Hour	\$50.00 / \$30.00	1-Apr-19	\$75.00 / \$50.00
Theatre - Evening / Weekend per Hour	\$100.00 / \$50.00	1-Apr-19	\$150.00 / \$75.00
Grand Foyer - Friday, Saturday, Sunday - per evening	\$1,500.00/ \$600.00	1-Apr-19	Delete
Grand Foyer (Standard Rate Only) - Monday to Thursday - per evening	\$800.00	1-Apr-19	Delete

Description	Current Fee	Effective Date	Proposed Fee
Grand Foyer - Saturday - per evening	New	1-Apr-19	\$1,500.00/ \$600.00
Grand Foyer (Standard Rate Only) - Sunday to Friday - per evening	New	1-Apr-19	\$800.00
Schneider Haus			
Birthday Party Package - per child (10 child min/15 child max); 2 adults free with booking, free for extra adults	New	19-Feb-19	\$9.95 per child (10 child min/15 child max) / \$6.00 per additional adult
Room Rentals	Standard / Community Group		Standard / Community Group
Classroom (Weekdays from 8:30 am to 4:30 pm) - Rate per hour	New	19-Feb-19	\$30.00 / \$20.00
Classroom (Weekends during public hours) - Rate per hour	New	19-Feb-19	\$60.00 / \$40.00
Classroom (Evenings after 4:30 pm) - Rate / Hour	New	19-Feb-19	\$95.00 / \$75.00
McDougall Cottage			
Tartan Teas - per person	New	1-Apr-19	\$15.00
Cottage Rental			
Complimentary for Region of Waterloo meetings where greater than 50% of attendees are Regional employees, or group is an affiliated agency and/or the event deals with a Regional issue.	New	19-Feb-19	\$0.00
Room set-up and specialized cleaning as required (also charged for Region of Waterloo meetings)	New	19-Feb-19	\$50.00
Room cancellation fee without notice, non-refundable (also charged for Region of Waterloo meetings)	New	19-Feb-19	\$50.00
Historic house and exhibit galleries - may require additional fees to recover staffing costs	New	19-Feb-19	Actual Costs
High Season (May - October):			
Full Day (up to 8 hours), security guard additional	New	19-Feb-19	\$750.00
Half Day (up to 4 hours), security guard additional	New	19-Feb-19	\$375.00
Low Season (November - April):			
Full Day (up to 8 hours), security guard additional	New	19-Feb-19	\$500.00

Description	Current Fee	Effective Date	Proposed Fee
Half Day (up to 4 hours), security guard additional	New	19-Feb-19	\$250.00
Back Porch per hour (available seasonally during hours of operation)	New	19-Feb-19	\$25.00
Region of Waterloo Library			
Membership			
Non-residents annual fee if no reciprocal borrowing agreement is in place with their municipality	\$20.00	1-Apr-19	\$40.00
Overdue Charges			
Wi-Fi hotspot - daily per item	New	19-Feb-19	\$1.00
Room Rentals			
Commercial Groups			
Up to 4 hours per session	\$20.00	1-Apr-19	Delete
Over 4 hours per session	\$40.00	1-Apr-19	Delete
Commercial Groups			
First 2 hours	New	1-Apr-19	\$33.90
Each subsequent hour	New	1-Apr-19	\$16.95
Non Profit Groups			
Up to 4 hours per session	\$10.00	1-Apr-19	Delete
Over 4 hours per session	\$20.00	1-Apr-19	Delete
Non Profit Groups			
First 2 hours	New	1-Apr-19	\$22.60
Each subsequent hour	New	1-Apr-19	\$11.30
Call out of library staff	\$25.00	19-Feb-19	\$75.00
TRANSPORTATION AND ENVIRONMENTAL SERVICES			
Waste Management			
Rural Waste Management Facilities			
Regular Items			
First three (3) items	\$5.00	19-Feb-19	Delete
For each additional three (3) items, but less than 200 kgs (full vehicle rate)	\$15.00	19-Feb-19	Delete
C.F.C. Removal Charge for Appliances			
- For first unit	\$10.00	19-Feb-19	Delete
- Each additional unit	\$25.00	19-Feb-19	Delete
Waterloo and Cambridge Sites			
General Refuse/Garbage	\$80.00 / M.T.	1-Apr-19	\$82.00 / M.T.
Special Handling Load Rate (Waterloo site only) (stumps, wire, styrofoam, asbestos, nuisance dust)	\$160.00 / M.T.	1-Apr-19	\$164.00 / M.T.
Recyclables (loads must not be mixed with garbage) (All regular blue box materials, yard waste, brush, leaves, grass, inerts, appliances and scrap metal)	\$40.00 / M.T.	1-Apr-19	\$41.00 / M.T.
Tires (max. 20" - no rims - passenger vehicles only)	\$100.00 / M.T.	1-Apr-19	Delete

Description	Current Fee	Effective Date	Proposed Fee
C.F.C. Removal Charge for appliances			
- For first unit	\$10.00	19-Feb-19	Delete
- Each additional unit	\$25.00	19-Feb-19	Delete
- Per unit	New	19-Feb-19	\$10.00
Electronics (E-waste)			
Commercial/Business	\$2,000.00 / M.T.	1-Apr-19	Delete
Transit Services - Grand River Transit (G.R.T.)			
Tickets			
Adult Tickets – strip of 5	\$13.80	1-Jul-19	\$14.30
Reduced Tickets – strip of 5 Seniors (65+), elementary and high school students	\$12.00	1-Jul-19	\$12.45
Adult Monthly Pass	\$86.00	1-Jul-19	\$90.00
College Pass (per 4 month term)	\$292.00	1-Sep-19	\$300.00
Day Pass/Sunday/Holiday Family Pass	\$8.00	1-Jul-19	\$8.50
Reduced Monthly Pass Seniors (65+), elementary and high school students	\$73.00	1-Jul-19	\$75.00
Student Summer Pass (July and August)	\$123.00	1-Jul-19	\$126.00
TravelWise Monthly Corporate Pass *	New	19-Feb-19 1-Jul-19	\$73.10 \$76.50
* TravelWise Monthly Corporate Passes are only available to TravelWise Program participants.			
Discount off the cost of an adult monthly pass:			
Twelve (12) month passes	-15.00%	19-Feb-19	Delete
Nine (9) month passes	-11.25%	19-Feb-19	Delete
Six (6) month passes	-7.50%	19-Feb-19	Delete
Three (3) month passes	-5.00%	19-Feb-19	Delete
TravelWise Program Service			
Category (Number of Employees / Occupants)			
Not-for-Profit (<51)	\$200.00	1-Jul-19	Delete
Not-for-Profit (51-100)	\$520.00	1-Jul-19	Delete
Not-for-Profit (<101)	New	1-Jul-19	\$520.00
Small Business (<51)	\$250.00	1-Jul-19	Delete
Corporate (51-100)	\$650.00	1-Jul-19	Delete
Corporate (<101)	New	1-Jul-19	\$650.00

Description	Current Fee	Effective Date	Proposed Fee
Water Services			
Filming (commercial)	New	19-Feb-19	\$1,000 to \$3,000 per day depending on size of production, site disruption, and film crew requirements. Other fees may apply, e.g. janitorial fees
COMMUNITY SERVICES			
Seniors' Services - Sunnyside Home			
Community Alzheimer Program (income based)			
Regular Day Program	\$16.50	1-Apr-19	\$17.50
Respite Day Fee	\$11.50	1-Apr-19	\$12.50
Lunch Visit (meal)	\$8.25	1-Apr-19	\$8.50
Cancellation without Notice -Overnight Stay	\$38.72	1-Apr-19	\$39.34
Extended Day program	\$21.50	1-Apr-19	\$22.50
Facility Rental (HST applied to external rentals)			
Family Celebration Room - Supportive Housing	\$24.50	1-Apr-19	\$25.50
Classroom rental – Supportive Housing	\$34.50	1-Apr-19	\$35.50
Wellness Meeting Room	\$18.50	1-Apr-19	\$19.50
Franklin Meeting Room	\$18.50	1-Apr-19	\$19.50
Kenneth Meeting Room	\$18.50	1-Apr-19	\$19.50
Kenneth Administrative Room	\$18.50	1-Apr-19	\$19.50
Kenneth Classroom/Boardroom	\$24.50	1-Apr-19	\$25.50
Chapel	\$24.50	1-Apr-19	\$25.50
Chapel - Meeting Room	\$24.50	1-Apr-19	\$25.50
Heritage Hall - up to 50 people	\$34.50	1-Apr-19	\$35.50
Heritage Hall - 51 to 100 people	\$60.00	1-Apr-19	\$61.00
Telephone/Television			
Telephone – Residents	\$31.75 / month + long distance	1-Apr-19	\$32.00 / month + long distance
Telephone - Convalescent Care per month	\$43.00 / month + long distance	1-Apr-19	\$44.00 / month + long distance

Description	Current Fee	Effective Date	Proposed Fee
Cable Television - Residents	\$31.75 / month	1-Apr-19	\$32.00 / month
Cable Television - Convalescent Care per month	\$43.00 / month	1-Apr-19	\$44.00 / month
Miscellaneous			
Seniors Day Program (meal)	\$8.25/meal	1-Apr-19	\$8.50/meal
Loaves & Fishes Program	\$8.25/meal	1-Apr-19	Delete
Supportive Housing			
Lunch Visit (meal)	\$8.00	1-Apr-19	\$8.50
Pendant Replacement	New	1-Apr-19	\$110.00
PUBLIC HEALTH & EMERGENCY SERVICES			
Paramedic Services			
Special Event Coverage - Regular			
Single Paramedic plus vehicle	\$86.00 / hour; \$343.00 minimum	1-Apr-19	\$88.00 / hour; \$350.00 minimum
Two Paramedics plus vehicle	\$147.00 / hour; \$586.00 minimum	1-Apr-19	\$150.00 / hour; \$598.00 minimum
Single Paramedic	\$61.00 / hour; \$244.00 minimum	1-Apr-19	\$62.00 / hour; \$248.00 minimum
Special Event Coverage - Short Notice (OT) or FT Staff			
Single Paramedic plus vehicle	\$116.00 / hour; \$463.00 minimum	1-Apr-19	\$119.00 / hour; \$472.00 minimum
Two Paramedics plus vehicle	\$216.00 / hour; \$863.00 minimum	1-Apr-19	\$221.00 / hour; \$882.00 minimum
Single Paramedic	\$92.00 / hour; \$363.00 minimum	1-Apr-19	\$93.00 / hour; \$371.00 minimum
Special Event Coverage - Public Holiday (OT)			
Single Paramedic plus vehicle	\$147.00 / hour; \$586.00 minimum	1-Apr-19	\$150.00 / hour; \$598.00 minimum
Two Paramedics plus vehicle	\$268.00 / hour; \$1,072.00 minimum	1-Apr-19	\$274.00 / hour; \$1,094.00 minimum

Description	Current Fee	Effective Date	Proposed Fee
Single Paramedic	\$122.00 / hour; \$487.00 minimum	1-Apr-19	\$124.00 / hour; \$497.00 minimum
<i>Special Event Coverage - Other</i>			
Vehicle – Ambulance	\$25.00 / hour; \$100.00 minimum	1-Apr-19	\$26.00 / hour; \$102.00 minimum
Vehicle - Emergency Response Unit (ERU)	\$18.00 / hour; \$69.00 minimum	1-Apr-19	\$20.00 / hour; \$80.00 minimum
Supervisor	\$62.00 / hour; \$253.00 minimum	1-Apr-19	\$61.00 / hour; \$247.00 minimum
<i>Request for Information</i>			
Ambulance Call Reports (Fee is per Request; not hourly)	\$93.25	1-Apr-19	\$95.00



Region of Waterloo
Corporate Services
Financial Services & Development Financing

2019 Budget

Information Paper

Municipal Budget Regulation

Budget Committee Date: February 19, 2019

Legislative and Regulatory requirements

Section 289 of the Municipal Act (“the Act”) [see Appendix “A”] requires an upper-tier municipality to prepare and adopt a budget including estimates of all sums required during the year for the purposes of the upper-tier municipality. O. Reg 284/09 under the Act [see Appendix “B”] allows for the following items to be excluded from the annual budget:

1. Amortization expenses
2. Post-employment benefits expenses
3. Solid waste landfill closure and post-closure expenses

Before adopting a budget that excludes any of the expenses listed above, a municipality must prepare a report regarding the excluded expenses and adopt the report by resolution. Such report must contain an estimate of the change in the accumulated surplus of the municipality to the end of the year resulting from the exclusion of any of the expenses, and an analysis of the estimated impact of the exclusion of any of the expenses on the future tangible capital asset funding requirements.

Budget vs. Financial Statement Treatment

The Act requires that municipalities prepare balanced budgets which include all of the annual expenses of the municipality. The items listed above are “non-cash” items and do not form part of the annual property tax levy or user rate revenue requirement. The treatment of these items in the Region’s annual budget and in the annual financial statements is described below.

1. Amortization Expenses

The Public Sector Accounting Board (PSAB) requires recording the historical cost of tangible capital assets and the related annual amortization expense on municipal financial statements. Amortization is the amount of a tangible capital asset which is consumed through use of that asset by a municipality during the year. For example, a road with an expected life of 50 years would have one-fiftieth of its historical cost recorded as amortization in a year. For annual financial statement purposes, the historical cost of assets net of accumulated amortization is included in the Statement of Financial Position (\$3.2 billion in 2017), while the annual amortization expense (\$103 million in 2017) is included in the Statement of Operations.

For budget purposes, the Region prepares a ten year capital program which includes expenditures, funding sources, and financing methods for the assets it plans to build, rehabilitate, improve or acquire. Funding for capital works is in the form of regional sources including property taxes, user rates and development charges, and when available in the form of federal/provincial government subsidies. Financing methods for regional funding include contributions from the current year's budget, contributions from reserves and reserve funds, and long term borrowing (debentures). The Region's annual tax supported and user rate operating budgets include the following items:

- transfers to the capital budget and reserves to fund future rehabilitation, replacement and expansion of capital works; and
- principal and interest repayments on debt issued to acquire assets.

These amounts provide for the purchase and future replacement of assets as required, and in the Region's case the combined amount exceeds the related amortization which reflects the historical cost of assets. That being said, it is clear that additional contributions from the Tax Supported Operating Budget are required in order to fully fund lifecycle costs. The following table outlines current and required budget contributions in order to eliminate reliance on long term borrowing for certain lifecycle work relating to Regional capital assets.

Capital Funding Shortfall
(in \$thousands)

Capital contribution	Current funding level	Targeted level of funding (based on 2019 capital plan)	Shortfall
Airport	\$1,432	\$1,432	\$0
Facilities Lifecycle (including WRH)	5,714	27,748	22,034
GRT bus replacements	4,225	10,465	6,420
Other GRT assets	1,900	2,000	100
Transportation rehabilitation	37,148	41,459	4,311
Waste Management	1,400	11,513	10,113
Subtotal	\$51,819	\$94,617	\$42,978

2. Post-Employment Benefit Expenses

Post-employment benefit costs include (where eligible) vested sick leave, health, dental, and life insurance. The future liability for such costs is calculated annually for financial statement purposes in accordance with PSAB requirements. The amount recorded on the Statement of Financial Position is the present value of the amount that is expected to be paid out over the future benefit period (\$46.1 million for the Region and \$148.0 million for WRPS in 2017), while the net change in the future liability from year to year is included on the Statement of Operations (\$1.9 million for the Region and \$14.4 million for WRPS in 2017).

For annual budget purposes, the Region and the Police Services Board estimates the current year benefit cost and this amount is provided for in the annual user rate and tax supported operating budgets.

3. Landfill Closure and Post-Closure Expenses

Landfill closure and post-closure costs will be incurred to close active landfill sites and to monitor and remediate any closed landfills in the future. The future liability is calculated each year for financial statement purposes, in accordance with PSAB requirements. The liability recorded on the Statement of Financial Position is the present value of the amount that is expected to be paid out in the future (\$64.5 million in 2017), and the net change in the future liability from year to year is included on the Statement of Operations (\$2.6 million in 2017).

For budget purposes, the Region includes in its annual Tax Supported Operating Budget the annual maintenance and monitoring of closed landfill sites. Any capital

works are included in the Waste Management Capital Program.

The table which follows illustrates the amounts budgeted and included in the financial statements for the above items in the 2017 fiscal year. The 2018 amounts for changes in the outstanding liability will be available when the 2018 financial statements are completed. For comparison purposes 2019 budget figures are also shown.

Table 1: Estimated Impact of Budgeting for Non-Cash Expenses (thousands)

Expense	2017 Budget	2017 Statement of Operations	Difference	2019 Budget
1. Amortization				
User Rate Budgets:				
Transfers to Capital from Operating	\$49,232	n/a		\$55,544
Principal Repayments	\$10,209	n/a		\$12,195
Amortization	n/a	\$23,416		n/a
Subtotal User Rate Budgets	\$59,441	\$23,416	\$36,025	\$67,739
Tax Supported Budget:				
Transfers to Capital from Operating	\$45,798	n/a		\$54,913
Principal Repayments	\$39,459	n/a		\$41,125
Amortization	n/a	\$79,897		n/a
Subtotal Tax Supported Budget	\$85,257	\$79,897	\$5,360	\$97,037
Total Amortization	\$144,697	\$103,313	\$41,384	\$164,777
2. Post-Employment Benefits				
Region (excluding WRPS)	\$3,678	\$1,881		\$3,300
Waterloo Regional Police Service	\$2,450	\$14,406		\$3,479
Total Post-Employment Benefits	\$6,128	\$16,287	\$(10,159)	\$6,779
3. Landfill Closure and Post-Closure				
Operating Budget Expenditures	\$2,271	n/a		\$2,826
Capital Budget Expenditures	\$7,717	n/a		\$9,300
Closure & Post-Closure Liability	n/a	\$2,572		n/a
Total Landfill Closure and Post-Closure	\$9,988	\$2,572	\$7,416	\$12,126

Table 1 illustrates that the amount of funding (property taxes and water/wastewater rates) raised through the operating budget to fund capital acquisitions and major refurbishments (including repayment of debenture principal) exceeds the amortization expense used for financial statement purposes. This is expected as the amount required to fund asset replacements in the future would typically exceed amortization based on historical costs.

Summary

The Region, similar to most municipalities in Ontario and in accordance with the Act, continues to budget on a modified cash basis to determine the property tax levy and user rate requirements needed to fund the operations of the Region and its ten year capital program. A resolution to adopt this report is included in the General Budget resolutions on this agenda.

Appendix “A” – Excerpt from Municipal Act

Yearly budgets, upper-tier

289. (1) For each year, an upper-tier municipality shall, in the year or the immediately preceding year, prepare and adopt a budget including estimates of all sums required during the year for the purposes of the upper-tier municipality, including,

- (a) amounts sufficient to pay all debts of the upper-tier municipality falling due within the year;
- (b) amounts required to be raised for sinking funds or retirement funds;
- (c) amounts in respect of debenture debt of lower-tier municipalities for the payment of which the upper-tier municipality is liable; and
- (d) amounts required by law to be provided by the upper-tier municipality for any of its local boards, excluding school boards. 2001, c. 25, s. 289 (1); 2006, c. 32, Sched. A, s. 119 (1).

Exception

(1.1) Despite subsection (1), a budget for a year immediately following a year in which a regular election is held, may only be adopted in the year to which the budget applies. 2006, c. 32, Sched. A, s. 119 (2).

Detail and form

(2) The budget shall, in such detail and form as the Minister may require, set out the following amounts:

1. The estimated revenues, including the amount the municipality intends to raise on all the rateable property in the municipality by its general upper-tier levy and the amount it intends to raise on less than all the rateable property in the municipality by a special upper-tier levy under section 311.
2. The estimated portion of the estimated revenues described in paragraph 1, if any, to be paid into the municipality’s reserve, sinking and retirement funds.
3. The estimated expenses, subject to any regulation made under clause 292 (2) (a).
4. The estimated portion of the estimated expenses described in paragraph 3, if any, to be paid out of the municipality’s reserve, sinking and retirement funds. 2009, c. 18, Sched. 18, s. 1.

Appendix “B”
Ontario Regulation 284/09
Budget Matters — Expenses

Exclusion

1. In preparing the budget for a year, a municipality or local board may exclude from the estimated expenses described in paragraph 3 of subsection 289 (2) and in paragraph 3 of subsection 290 (2) of the Act all or a portion of the following:

1. Amortization expenses.
2. Post-employment benefits expenses.
3. Solid waste landfill closure and post-closure expenses. O. Reg. 284/09, s. 1.

Report

2. (1) For 2011 and subsequent years, the municipality or local board shall, before adopting a budget for the year that excludes any of the expenses listed in section 1,

- (a) prepare a report about the excluded expenses; and
- (b) adopt the report by resolution. O. Reg. 284/09, s. 2 (1).

(2) If a municipality or local board plans to adopt or has adopted a budget for 2010 that excludes any of the expenses listed in section 1, the municipality or local board shall, within 60 days after receiving its audited financial statements for 2009,

- (a) prepare a report about the excluded expenses; and
- (b) adopt the report by resolution. O. Reg. 284/09, s. 2 (2).

Contents

3. A report under section 2 shall contain at least the following:

1. An estimate of the change in the accumulated surplus of the municipality or local board to the end of the year resulting from the exclusion of any of the expenses listed in section 1.
2. An analysis of the estimated impact of the exclusion of any of the expenses listed in section 1 on the future tangible capital asset funding requirements of the municipality or local board. O. Reg. 284/09, s. 3.

Review

4. The Ministry of Municipal Affairs and Housing shall initiate a review of this Regulation on or before December 31, 2012. O. Reg. 284/09, s. 4.

5. Omitted (provides for coming into force of provisions of this Regulation). O. Reg. 284/09, s. 5.