



## **Regional Municipality of Waterloo**

### **Planning and Works Committee**

#### **Minutes**

Tuesday, April 29<sup>th</sup>, 2014

9:08 a.m.

Regional Council Chambers

150 Frederick Street, Kitchener

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Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, \*B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland and C. Zehr.

#### **Declarations of Pecuniary Interest Under the Municipal Conflict of Interest Act**

R. Deutschmann declared a pecuniary interest with respect to Report CR-RS-14-028, Authorization to Expropriate Lands (2<sup>nd</sup> report) in the City of Cambridge Designated as Part of Phase IV of Stage 1 of the Rapid Transit Project Relating to Lands that are Necessary for Adapted Bus Rapid Transit, due to an indirect pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

T. Galloway declared a pecuniary interest with respect to Report E-14-048, Recommended Intersection Improvements at Westmount Road and Laurelwood Drive Extension, City of Waterloo due to his employment at the University of Waterloo.

\*B. Halloran entered the meeting at 9:10 a.m.

#### **Delegations**

a) E-14-045, School Board Service Changes

Received for information.

Marilyn Allen, Waterloo Region District School Board and Shesh Maharaj Waterloo Regional Catholic School Board appeared before Committee to express their concerns with rate increases to Grand River Transit that will cause a significant cost increase to

1621372

the respective school boards. M. Allen highlighted that they would like to see GRT continue to offer restricted time bus passes and provide a more moderate increase. A copy of [the presentation](#) is appended to the original minutes.

A Committee member pointed out that the Province isn't paying adequately for student transportation and now the schools boards are devising a new system to save costs. M. Allen stated that the Province does their own analysis on what transportation costs and compare with statistics across the province.

Committee members asked why the 800 - 1000 students are not being accommodated through school buses if they are cheaper. M. Allen noted that it is a matter of balancing off some of the logistics and some areas don't merit a yellow school bus but with bus pass rates increasing the cost of yellow school buses becomes cheaper.

Committee members asked with the loss of 2,500 passes does GRT have surplus buses and/or staff as a result of the loss of those passes. Eric Gillespie, Director, Transit Services noted that because these buses were dedicated school special trips they were able to decrease the fleet size by 10 buses and decrease the amount of service. E. Gillespie also highlighted that the model has been based on recovering the Region's cost, the discount they received was built around recovering the costs around these school based services and with the decision made by the school boards it leaves the Region in a situation where the Region is no longer recovering all of the costs at the discounted rate.

E. Gillespie provided clarification on the discounted rate that is restricted and the chart provided on page 2 of the report.

\*C. Zehr entered the meeting at 9:30 a.m.

### **Request to Remove Items From Consent Agenda**

G. Lorentz wanted to highlighted that the Manitou Drive Improvements Information Package is suggesting segregated bike lanes.

### **Motion To Approve Items Or Receive for Information**

Moved by S. Strickland

Seconded by G. Lorentz

That the following items be approved:

- That the Region of Waterloo accept P-14-046, Monthly Report of Development Activity for March 2014, dated April 29, 2014.
- That the Regional Municipality of Waterloo forward Report No. P-14-047, dated April 29, 2014, to the Ontario Growth Secretariat, Ministry of Infrastructure as Regional Council's formal response to the Preliminary Indicators for Discussion for the Growth Plan for the Greater Golden Horseshoe.

- That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for an access on the east side of Regional Road #50 (Westmount Road), approximately 840 metres north of Columbia Street in the City of Waterloo, as described in Report No. P-14-049, dated April 29, 2014.
- That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of construction of road improvements to Bloomingdale Road, in the City of Kitchener, in the Region of Waterloo as detailed in Report CR-RS-14-027 dated April 29, 2014 described as follows:

**Fee Simple Partial Taking:**

1. Lot 18 Small Lots N of Hornings Tract, Kitchener being Part 1 on 58R-17403; PIN 22302-0110 (40 Bloomingdale Road North, Kitchener);
2. Lot 19 Small Lots N of Hornings Tract, Kitchener being Part 2 on 58R-17403; PIN 22302-0109 (44 Bloomingdale Road North, Kitchener).

And that staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the "Expropriations Act";

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation;

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region's appraiser in accordance with the Expropriations Act;

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete the transaction.

- That the Region of Waterloo approve changes to the Water Efficiency Advisory Committee Terms of Reference, as detailed in Report E-14-043.1, dated April 29, 2014.

And that the following items be received for information:

- P-14-058, New Provincial Policy Statement (2014) (Information)
- P-14-048, 2013 Building Permit Activity and Growth Monitoring (Information)

- Sawmill Road Improvements (River Street to Snyder's Flats Road), Bloomingdale, Township of Woolwich – Information Package in Advance of Public Consultation Centre
- Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener – Information Package in Advance of Public Consultation Centre

Carried

### **Information/Correspondence**

- a) Memo, Thumbs Up Waterloo Region!

Received for information.

### **Regular Agenda Resumes**

### **Reports – Planning, Housing and Community Services**

#### **Community Planning**

- a) P-14-051, Regional Transit Supportive Strategy for the City of Cambridge – Proposed 2014 Implementation Plan

A Committee member asked if staff could circulate this report to all Cambridge Council to improve communication. Amanda Kutler, Director, Community Planning indicated that staff would circulate the report.

Moved by D. Craig

Seconded by S. Strickland

That the Regional Municipality of Waterloo approve the new projects included in the 2014 Implementation Plan for the Transit Supportive Strategy to enhance transit ridership in the City of Cambridge, as described in Report No. P-14-051, dated April 29, 2014 and summarized in Attachment D.

That the Regional Municipality of Waterloo endorse Concept B for the detailed design of Ainslie Street Terminal landscaping and pedestrian improvements and their implementation.

Carried

#### **Transportation Planning**

- b) P-14-053, 2014 Transit Service Changes Update

Received for information.

c) P-14-055, Recommended Grand River Transit 2014 Fare Structure

Committee members discussed the report and the rationale for the 50% cost recovery.

Moved by S. Strickland

Seconded by J. Brewer

That the Regional Municipality of Waterloo provide notice to the public of a proposed amendment to the Fees and Charges By-Law 14-002 at the June 4, 2014 Regional Council meeting regarding implementation of the 2014 Grand River Transit (GRT) fare structure as described in Report No. P-14-055, dated April 29, 2014:

- a) To implement the GRT fare structure as detailed in Table 1, in accordance with Regional Council's approved 2014 budget, effective July 1, 2014;
- b) To amend the Region's Fees and Charges By-law No. 14-002 to reflect the 2014 GRT fares described in this report; and
- c) To amend the Region's Fees and Charges By-law No. 14-002 with respect to the fees for TravelWise membership.

Carried

## **Reports – Transportation and Environmental Services**

### **Design and Construction**

- d) E-14-047, Consultant Selection - Detailed Design and Services During Construction for the Elmira Wastewater Treatment Plant Supervisory Control and Data Acquisition (SCADA) Upgrades, Township of Woolwich

Moved by T. Cowan

Seconded by R. Kelterborn

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Eramosa Engineering Inc. to provide engineering services for detailed design and services during construction for the Elmira Wastewater Treatment Plant (WWTP) Supervisory Control and Data Acquisition (SCADA) Upgrades in the Township of Woolwich, at an upset fee limit of \$619,994 plus applicable taxes. [E-14-047]

Carried

- e) E-14-048, Recommended Intersection Improvements at Westmount Road and Laurelwood Drive Extension, City of Waterloo

A Committee member asked how these improvements relate or are connected to the long term plan for the widening of Westmount Road/Bearing Road. Steve van De Keere, Acting Director, Design and Construction stated that project is in the current 10 year capital forecast to start construction in 2020 noting this intersection improvement at

Westmount Road and Laurelwood Drive would support and help to assist with traffic movements in that area and off loading some traffic on Bearinger Road.

Moved by S. Strickland

Seconded by J. Mitchell

Conflict:  
T. Galloway

That the Regional Municipality of Waterloo approve the implementation of a multi-lane roundabout on Westmount Road at the extension of Laurelwood Drive, in the City of Waterloo, all as presented in Report E-14-048.

Carried

- f) E-14-049, Recommended Intersection Improvements at Erb Street and Waterloo Waste Management Centre Gates 1 and 2, City of Waterloo

Thomas Schmidt, Commissioner, Transportation and Environmental Services introduced the report and wanted to highlighted that the work is being done as quickly as possible to support and accommodate the development in that area. He pointed out the combination of the existing development, the landfill site and proposed future development of a Costco there will be issues with traffic in this location but that the improvements that are being made now will help to improve that. He pointed out that the Costco development is dependent on the completion of the roundabout and that roundabout is intended to be fully funded by Costco. He explained the remainder of the work being done on Ira Needles Boulevard. T. Schmidt also pointed out that Regional staff doesn't feel the need for an additional traffic study at this point.

A Committee member asked if the Region has received a formal request for multi modal traffic study. Paula Sawicki, Manager, Strategic Transportation Planning stated that the City of Waterloo will be looking after that formal study.

T. Schmidt responded to Committees' question regarding Costco funding the roundabout stating that Costco will be paying over and above developments charges for the roundabout at Gate 1 and associated road improvements on Erb Street.

S. van De Keere noted that he doesn't have an estimated cost commitment to Costco and he can report back with information regarding cost sharing.

Committee members discussed in detail the road improvements on Ira Needles Boulevard and Erb Street, the size of the roundabouts, the location of the roundabout at Gate 2, the lack of not using Wilmot Road, zoning and future development in that area.

Committee members expressed concerns with having 4 lanes then 2 lanes and then back to 4 lanes at the roundabouts because Erb Street East hasn't been widened to 4 lanes. T. Schmidt explained that staff is moving forward as quickly as possible to get the EA completed for Erb Street widening and did state that intersections usually cause problems and the roundabouts will help. He pointed out staff's goal is to coordinate construction as best they can and highlighted that staff will have more information for timing in the next 6 months.

A Committee member asked if the Costco contribution is a front ending agreement. S. van De Keere stated that Costco is fully funded and the Region has not received a request stating otherwise. Debra Arnold, Regional Solicitor provided clarification on the Region's provisions to the Regional Development Charges By-law.

Moved by S. Strickland

Seconded by L. Armstrong

That the Regional Municipality of Waterloo approve the implementation of multi-lane roundabouts on Erb Street at Waterloo Waste Management Centre Gates 1 and 2, in the City of Waterloo, all as presented in Report E-14-049 and subject to Regional Council approval of additional funding as part of the 2014 Mid-Year Review of the Transportation Capital Budget and 2015 Transportation Capital Program process.

Carried

- g) E-14-050, Consultant Selection – Class Environmental Assessment, Detailed Design and Services During Construction, Fischer Hallman Road From Bleams Road to Plains Road, City of Kitchener

Some Committee members inquired about widening of Fischer-Hallman Road from Ottawa Street to Bleams Road and the interruption of construction. S. van De Keere stated that road widening is scheduled in 2016 and the roundabout is scheduled in 2017 which is subject to obtaining property and moving utilities. He explained the construction phasing in that area.

Moved by G. Lorentz

Seconded by T. Galloway

That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Associated Engineering Limited to provide consulting engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener at an upset fee of \$613,396.00 plus applicable taxes for the Class Environmental Assessment and detailed design phases, with contract administration and construction inspection services to be paid on a time basis as described in Report E-14-050 dated April 29, 2014.

Carried

- h) E-14-051, Consultant Selection – Preliminary Design Detailed Design, Construction Administration and Inspection Services for Snyder's Road Improvements from Christian Street Easterly to Gingerich Road, Township of Wilmot

Moved by L. Armstrong

Seconded by T. Cowan

That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with Walter Fedy of Kitchener, Ontario to provide consulting engineering services for preliminary design, detailed design, contract administration and construction inspection for Snyder's Road Improvements from Christian Street easterly to Gingerich Road in the Township of Wilmot at an upset limit of \$266,794.94 plus applicable taxes for the preliminary design and detailed design phases, with contract administration and construction inspection to be paid on a time basis. [E-14-051]

Carried

### **Rapid Transit**

- i) CR-RS-14-028, Authorization to Expropriate Lands (2<sup>nd</sup> report) in the City of Cambridge Designated as Part of Phase IV of Stage 1 of the Rapid Transit Project Relating to Lands that are Necessary for Adapted Bus Rapid Transit

Chair J. Wideman highlighted that items 3, 4 and 5 should be removed from the recommendation because negotiations are still being conducted with respect to those properties.

A Committee member asked about item #7 as Macadamized Street wasn't familiar. D. Arnold explained that name was from a very old plan of survey and that the Region uses the reference plan numbers.

Moved by J. Brewer

Seconded by G. Lorentz

Conflict:  
R. Deutschmann

That The Regional Municipality of Waterloo approve the expropriation of lands for the construction of part of Phase 4 of Stage 1 of the Rapid Transit Project comprised of property and interests located at various locations along the adapted Bus Rapid Transit alignment at the City of Cambridge, in the Regional Municipality of Waterloo as detailed in Report CR-RS-13-089 dated November 20, 2013 and more specifically listed below:

### **Fee Simple Partial Taking:**

#### **aBRT lands**

1. Part Lot 1, Concession 12, East of Grand River, being Parts 1 and 2, 58R17984, Part of PIN 03793-0601, City of Cambridge, Regional Municipality of Waterloo (Part 581 Coronation Blvd., Cambridge, ON N1R 3E9)
2. Part Lot 1 and 2, North of Augusta Street, Plan 469, being Part 1, 58R17991, Part of PIN 03774-0135, City of Cambridge, Regional Municipality of Waterloo (Part 284 Water St. N., Cambridge, ON N1R 3C4)

1621372



6. Part Lots 11 and 12, Southwest of Macadamized Street, Plan 440, being Parts 7 & 8, 58R17991, Part of PIN 03807-0006, City of Cambridge, Regional Municipality of Waterloo (Part 275 Water St. N., Cambridge, ON N1R 3B9)
7. Part Lot 11, Southwest of Macadamized Street, Part of Lots 19, 20 and 21, East of Hunter Street, Plan 440, being Part 9, 58R17991, Part of PIN 03807-0007, City of Cambridge, Regional Municipality of Waterloo (Part 273 Water St. N., Cambridge, ON N1R 3B9)
8. Part Lot 29, Plan 610, being Part 1, 58R17976, Part of PIN 03795-0011, City of Cambridge, Regional Municipality of Waterloo (Part 183 Hespeler Rd., Cambridge, ON N1R 3H6)
9. Part Lot 1 and 3, Plan 1365, being Parts 1 and 2, 58R17978, Part of PIN 03766-0285, City of Cambridge, Regional Municipality of Waterloo (Part 10 Pinebush Rd., [aka 671 Hespeler Rd] Cambridge, ON N1R 7J8)
10. Part Lot 45, Plan 1364, being Parts 3 & 4, 58R17978, Part of PIN 03767-0100, City of Cambridge, Regional Municipality of Waterloo (Part 684 Hespeler Rd., Cambridge, ON N1R 6J8)

And that staff be instructed to register a Plan of Expropriation with respect to the said properties, or such lesser portions of any of the said properties as may be determined through the preliminary design process, within three months of the granting of approval to expropriate said properties, in accordance with the "Expropriations Act" (Ontario) (the "Act");

And that the registered owners be served with a Notice of Expropriation and a Notice of Possession with respect to the said properties after the registration of the Plan of Expropriation;

And that if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of applicable properties in the amount of the market value of the interests in such lands as estimated by the Region's appraiser in accordance with the Act;

And further that the Regional Solicitor be authorized to discontinue expropriation proceedings with respect to any above-referenced lands in the event that the Region is able to otherwise obtain registered title to such lands or Regional staff determine that the expropriation is not advisable. [CR-RS-14-028]

Carried

### **Transportation**

- j) E-14-044, West Montrose Covered Bridge Preservation Plan

Received for information.

Shawn Buckley, Senior Transportation Infrastructure Engineer provided clarification on the survey sensors and their use.

- k) E-14-052, Progress Update Regarding Enhancing Pedestrian and Cyclist Mobility on Roads in Ontario and Provincial Bill 173

Received for information.

T. Schmidt provided introductory comments stating this report is a good news story.

Committee members asked if staff could make a presentation to Committee once the Bill passes.

### **Waste Management**

- l) E-14-056, More Plastic Bags and Outer Wrap to be Recycled in the Blue Box Program

Received for information.

A Committee member inquired about commercial recycling plastic. Jon Arsenault, Director, Waste Management noted they continue to look at improvements for commercial businesses but currently they are focusing primarily on residential recycling.

R. Deutschmann asked about battery recycling. J. Arsenault noted a report will be coming in June 2014.

- m) E-14-057, Waterloo Waste Management Facility Compliance Monitoring and Annual Reporting – Consultant Selection

Moved by T. Galloway

Seconded by C. Zehr

That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Conestoga-Rovers and Associates to provide engineering services for the compliance monitoring and annual reporting program for the Waterloo Waste Management Site for the period July 1, 2014 to December 31, 2017, with an option to extend up to two additional calendar years at an upset limit of \$181,986 for 2014, \$288,823 for a full calendar year in 2015, \$293,424 for 2016, and \$298,163 for 2017 for a total of \$1,062,395.00 plus applicable taxes over three and a half (3.5) years, as per Report E-14-057, dated April 29, 2014.

Carried

- n) E-14-058, Rural Transfer Stations Update

Received for information.

T. Schmidt introduced the report stating staff was requested to look at the rural transfer stations and provide options that allows the three stations that are closed to remain open for the remainder of the year. He highlighted that they met with the township Mayors.

R. Deutschmann indicated that he spoke with J. Arsenault about additional information with respect to costing on Alternative 1 and Alternative 2. He noted the report refers to operating the rural transfer stations until the end of the year highlighting that since it is an election year the 2015 budget will not be approved until March 2015. He stated he asked J. Arsenault what the additional cost would be to keep the rural transfer stations open until March 31<sup>st</sup>, 2015 as outlined in Alternative 2 and the cost would be \$5,000 in addition to the \$10,000.

Committee members highlighted that a motion to reconsider would have to be passed in order to deal with this matter and noted that the motion must be supported by a majority vote as outlined in section 63 of the Council Procedural By-law 00-031, as amended.

A motion was brought forward to waive giving of the notice.

Moved by L. Armstrong

Seconded by R. Deutschmann

That the Regional Municipality of Waterloo waive the giving of notice to debate rural transfer stations.

Carried

Moved by K. Seiling

Seconded by R. Kelterborn

The Regional Municipality of Waterloo reconsider the Motion that was approved at the Budget meeting held on January 15, 2014 with respect to the closure of the rural transfer stations.

Carried

Some Committee members discussed roadside dumping and door to door waste pick up in the Townships stating that rural transfer stations should have been closed when curbside pick up was introduced.

L. Armstrong proposed Alternative 2 outlined in the report on behalf of the Townships of North Dumfries, Wellesley and Wilmot and that the transfer stations remain open until March 31<sup>st</sup>, 2015 at an additional cost of \$5,000 at a total cost of \$15,000 to the Region of Waterloo.

Discussion occurred around fairness and equalized service levels stating that either all the rural transfer stations close or they all remain open.

Some Committee members pointed out that the Woolwich transfer station produces 80% more business than the other rural transfer stations and that is why a recommendation was brought forward at budget by the Committee Chairs to keep the Woolwich station open 2 days a week. It was also noted that the closing of the rural transfer stations was an option presented by staff at budget and Council voted to close them.

Some Committee members asked if the Townships would possibly pay or contribute to the costs. T. Schmidt stated that the Townships are not offering to take on any of the costs.

T. Galloway asked that all the rural transfer stations be closed on March 31<sup>st</sup>, 2015 be added as a friendly amendment to L. Armstrong's motion.

Some Committee members asked how the Region is going to pay for the \$15,000. Craig Dyer, Chief Financial Officer noted there is no contingency because it was removed in the 2014 budget during deliberations. He stated that \$10,000 in 2014 and \$5,000 in 2015 it will be accommodated within the Region's operating budget.

K. Seiling suggested deferring the motion until further discussion. Some Committee members expressed confusion if the rural stations would remain open in the meantime.

It was noted that if the motion to defer passed then the transfer stations would remain open in the meantime. T. Schmidt explained that this is difficult situation due to overtime and stating that 2 full time staff have been reduced and this will cause further confusion for the public.

K. Seiling brought forward a motion to defer L. Armstrong's motion until Council on May 7<sup>th</sup>, 2014 to allow staff time to look at increasing services at Woolwich Transfer Station due to the high volume of usage and noted the deferral would allow the transfer stations to remain open on Saturday or until the matter is dealt with.

A recorded vote was requested on the main motion.

Moved by L. Armstrong

Seconded by R. Kelterborn

That the Regional Municipality of Waterloo approve Alternative 2 - Equalized Service Levels outlined in Report E-14-058, dated April 29<sup>th</sup>, 2014;

And that the rural transfer stations remain open until March 31<sup>st</sup>, 2015 at an additional cost of \$15,000.00;

And that all rural transfer stations close on March 31<sup>st</sup>, 2015.

Motion by K. Seiling

Seconded by D. Craig

That the Regional Municipality of Waterloo defer the Motion brought forward by L. Armstrong until Council on May 7<sup>th</sup>, 2014.

Motion Lost

Original Motion Carried

Yeas: L. Armstrong, J. Brewer, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell

Nays: T. Cowan B. Halloran, K. Seiling, S. Strickland, J. Wideman, C. Zehr

### **Water Services**

- o) E-14-053, Grand River Watershed Water Management Plan – Update on Endorsement Activities

Moved by J. Haalboom

Seconded by J. Mitchell

That The Regional Municipality of Waterloo take the following actions with respect to the “Grand River Watershed Water Management Plan,” according to report E-14-053 dated April 29, 2014:

- a) Recognize the Executive Summary (Appendix A) sent to municipal clerks of the Grand River Watershed Water Management Plan as a document to be received as information,
- b) Endorse the Grand River Watershed Water Management Plan, in principle, as a plan of best practices, and
- c) Agree to continue to voluntarily collaborate and work together to solve water management issues in the Grand River watershed.

Carried

- p) E-14-054, Sewer Use By-law Review

Received for information.

### **Information/Correspondence**

- a) Council Enquiries and Requests for Information Tracking List

Received for information.

### **Other Business**

- a) Chair J. Wideman highlighted that the motion to decrease the speed limit as referenced in report E-14-007.1 Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot was not approved at the February meeting and asked that the motion be approved.

Motion by L. Armstrong

Seconded J. Brewer

That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

- a) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Notre Dame Drive (Regional Road #12) from CNR Tracks to Highway 7/8;
- b) Remove from Schedule 18 Rates of Speed, 60 km/h Maximum Speed on Snyder's Road East (Regional Road #6) from 610 metres west of Notre Dame Drive (Regional Road #12) to 780 metres East of Notre Dame Drive;
- c) Remove from Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder's Road East (Regional Road #6) from 780 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive; and
- d) Add to Schedule 18 Rates of Speed, 80 km/h Maximum Speed on Snyder's Road East (Regional Road #6) from 420 metres east of Notre Dame Drive (Regional Road #12) to 2760 metres east of Notre Dame Drive.

Carried

- b) J. Brewer inquired about the busing in Cambridge with respect to Report P-14-053, 2014 Transit Service Changes Update. She asked with the current situation in Cambridge with respect to residents of Westgate Court if there is another bus route that could accommodate those residents. J. Cicuttin stated staff looked at other opportunities to extend other routes but noted all of those had consequences in terms of scheduling and operating costs.
- c) C. Millar noted the poor condition of the Bow Bridge in Cambridge.

### **Next Meeting – May 27, 2014**

#### **Adjourn**

Moved by T. Cowan

Seconded by B. Halloran

That the meeting adjourn at 11:25 a.m.

Carried

**Committee Chair, J. Wideman**

**Committee Clerk, E. Flewwelling**

1621372



Waterloo Region  
District School Board



April 29, 2014

To: Jim Wideman and Members of the Planning and Works Committee

**Re: School Board Transit Service Changes**

We are writing today to express our concerns with changes being proposed by Grand River Transit (Report: E-14-045) that would result in significant cost increases for our respective school boards, and to request that Regional Council direct Grand River Transit to continue to offer a restricted student pass and that the increase in the rate be consistent with other rate increases being imposed. This would provide local school boards with the same discount options given to other educational institutions in the area.

In the fall of 2007, the Waterloo Region District School Board and the Waterloo Catholic District School Board partnered to establish Student Transportation Services of Waterloo Region, Inc. (STSWR). The mandate of STSWR is to improve service and safety for students, while continuing to find efficiencies which help reduce costs for the two school boards. The school boards receive a fixed amount of funding from the province for transporting students. Since 2007, Grand River Transit (GRT) has been an important partner in achieving these objectives, and this builds on the long standing relationship that has existed between the local school boards and GRT.

Beginning in January 2013, staff from STSWR and GRT met to discuss the opportunities and constraints facing both organizations, and to develop a long-term plan that would provide a win-win solution. Unfortunately, these discussions did not produce the intended results, and STSWR was presented with a forecast that included a rate increase of 7%. Further to that, GRT staff indicated that rates would continue to increase in the years to come to better align with larger centers, like Toronto.

As the boards were developing their 2013-14 budgets, each was facing a significant deficit in the upcoming fiscal year. This prompted the boards to direct STSWR to identify opportunities for significant savings that could be achieved in student transportation.

In the spring of 2013, STSWR informed GRT of potential volume reductions that would result from efficiency measures being considered by the boards.

STSWR contacted GRT and requested input on proposed changes to school bell times; the requested input was not received. In the fall of 2013, the boards approved changes to school bell times that will result in significant savings to the local school boards, partially through a shift from the use of GRT to yellow school buses.

On April 10, 2014, STSWR was informed by the Director of Transit Services that staff would be recommending the student term pass be eliminated for the 2014-15 school year. It was communicated to STSWR that this action was in direct response to the reduced volume of passes that would be purchased by the boards because of the bell time changes. If approved by the Region, the cost per student will increase by 33%, from \$48 to \$64 per month. STSWR would like to continue to leverage the GRT network where efficient and cost effective, and estimate a continued need for 800 to 1000 student passes. However, given the proposed increase and the lack of provincial funding, STSWR and the boards will be required to investigate opportunities to further reduce the use of GRT for student transportation. This is regrettable given the long standing relationship between the boards and GRT, but we feel we have been presented with few options given the fiscal realities of our organizations.

In comparison, GRT offers many discounts to other organizations in the Region, as outlined in the table below.

Group	Current Price	Current Discount Rate	GRT Proposed Price	Proposed Increase	Proposed Price Increase %
Regular Adult	\$72		\$76	\$4	6%
TravelWise	\$61	15%	\$65	\$4	7%
Conestoga College	\$204/term \$51/month	29%	\$218	\$3.50	7%
College Pass	\$240/term \$60/month	17%	\$257	\$4.25	7%
Students	\$60	17%	\$64	\$4	7%
School Board Term Pass* Restricted	\$240/term or \$48/month	33%	\$64 Not Restricted	\$16	33%

\* School Board Term passes are restricted to the hours of 7 am to 6 pm, Monday to Friday. Students have the option of "topping up" their pass, at their own cost.

The practice of discounted student rates is common for school boards to receive. Our review of neighbouring Regions indicates that a reduced pass for school boards exists in areas such as Hamilton (up to 27%) and Brantford (40%).

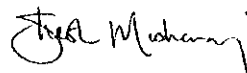
Given the fact that our boards plan to continue to purchase a significant number of GRT passes to support our students, we are requesting that Council direct GRT to continue to provide restricted passes to the local school boards and that the price increase be consistent with that passed on to similar organizations in the Region.

Thank you for your time and attention to this matter.

Sincerely



Marilyn Allen  
Executive Superintendent of Business  
Waterloo Region DSB



Shesh Maharaj  
Superintendent of Corporate Services  
Waterloo Catholic DSB