Regional Municipality of Waterloo

Budget Committee Public Input

Minutes

Tuesday, January 7, 2014
6:04 p.m.
Council Chambers, 2nd Floor
150 Frederick Street, Kitchener

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

Members absent: J. Brewer, T. Cowan, G. Lorentz and C. Zehr

Chair T. Galloway provided introductory remarks regarding the purpose of the meeting. He thanked the delegations for coming to the meeting and stated that a final decision on the budget was expected on January 15, 2014.

Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”

None declared.

Delegations

a) Richard Walsh, Alliance Against Poverty, appeared to recommend that the Committee top up the $400,000 remaining from the 2013 discretionary benefits budget to $1 million for 2014. He stated that the Region should clarify and expand the criteria for receiving discretionary benefits. He also requested that the Region subsidize bus passes for Ontario Works (OW) and Ontario Disability Support Program (ODSP) recipients through the GRT budget rather than the discretionary benefits budget.

In response to a question from the Committee R. Walsh stated that a 2.8% property tax increase to pay for additional discretionary benefits costs was reasonable.
b) Greg Degroot-Maggetti, Mennonite Central Committee Ontario, recommended that the Region increase the base funding for discretionary benefits by $1 million and that the Region advocate with the provincial government to raise the cap on discretionary benefits from $10 per case to $15 per case. He stated that it costs less to help people find housing than the costs associated with homelessness and that this investment is important for safe and secure communities.

Chair T. Galloway asked staff if the provincial government has made an announcement on the Community Homelessness Prevention Initiative (CHPI). Douglas Bartholomew-Saunders, Commissioner, Social Services, stated that there has been no announcement beyond March 31, 2014. B. Halloran asked staff to report on what requests the Region has made in relation to discretionary benefits and to consider requesting an increase in the cap from $10 to $15.

d) Wayne Porty, Waterloo Mennonite Brethren Church, informed the Committee that his church has created a fund that provides direct support to individuals that are in financial or emotional crisis and this fund has seen increased use due to the cuts to discretionary benefits. He encouraged the Committee to match or increase the 2013 budget for discretionary benefits and to not keep taxes low by cutting support for vulnerable people.

e) Harald Drewitz, Kitchener, provided a presentation to express his concerns about increases to the number of Regional staff and the Regional budget in recent years. A copy of the presentation is appended to the original minutes. He requested that the Region engage in public consultation to determine what the community wants in terms of policing. He also recommended that the Region examine its spending in terms of needs versus “nice to haves” and use savings to increase funds for wellness programs.

In response to a question from the Committee, H. Drewitz stated that he would be in favour of the creation of a comprehensive police services master plan provided that it was conducted by an independent body.

f) John Schatz, Kitchener, appeared before the Committee to encourage the Region to reject the LRT project or to hold a referendum on it.
g) **Len Carter**, Waterloo Regional Labour Council, provided a presentation to encourage the Region to provide secure funding for discretionary benefits. A copy of the presentation is appended to the original minutes. He recommended that funding for discretionary benefits be secured to inflation and included in the Region’s core budget and that the Region employ more OW and ODSP recipients. He stated that he would support increased property taxes if they were being used for providing basic human rights.

In response to a question from the Committee, he stated that an average $50 tax increase would be acceptable.

h) **Roberta Nay**, Kitchener, was not present when called.

i) **Roberta Hickey** and Margaret-Anne Tannasee, **Out of the Cold**, provided a presentation outlining the services provided by Out of the Cold. A copy of the presentation is appended to the original minutes. R. Hickey stated that the number of people served by Out of the Cold is increasing significantly and she is concerned about the high number of homeless individuals. She recommended increasing the funding for services related to addictions, mental health and affordable housing.

In response to a question from the Committee, R. Hickey stated that they are currently having issues with one of their existing sites and are looking for a new site.

j) **Tim Mollison**, TriTAG, provided a presentation regarding options for improving transit routes and removing barriers to piloting route changes. A copy of the presentation is appended to the original minutes. He encouraged the Region to ignore calls for delaying the LRT project and to continue to invest in the Regional Transportation Master Plan. He recommended that the Region advocate the provincial government to allow for the LRT to be considered when applying development charges.

In response to a question from the Committee, T. Mollison stated that research indicates that people will walk further for public transit when more direct routes are offered.

S. Strickland requested that staff review the transit changes recommended by T. Mollison and provide a report in the spring.

k) **Sandra Hill**, Cambridge, provided a presentation on her concerns with the Regional waste contract and the value of, and issues experienced by, Furnish the Future. A copy of the presentation is appended to the original minutes. She noted that Furnish the Future had not received a Community Environmental Fund grant despite believing that it meets the criteria. Staff committed to follow up with S. Hill regarding the grant.

k) **Catherine Stewart Savage**, Out of the Cold, encouraged the Region to continue to fund discretionary benefits at the 2013 level. She stated that many people have not been accessing services because they do not qualify, do not think that they will be able to qualify, or believe that the service has been cut. She explained that her Out of the Cold site is already out of the subsidized bus tickets that they hand out and
will now have to purchase full priced tickets. She also recommended that the Region increase funding for transit subsidies for low income individuals.

Regional Chair K. Seiling asked C. Stewart Savage to explain how they were already out of subsidized bus passes for the year when it is only January. She explained that she only knew that Out of the Cold was permitted to purchase a limited number of subsidized tickets and that they had met that limit. The Committee requested a summary of the Regional funding for free and subsidized bus passes for the next budget committee meeting.

m) Myron Steinman, Kitchener, appeared before the Committee to explain how he had personally benefited from the discretionary benefits program specifically the orthotic inserts. He encouraged the Committee to continue to fund discretionary benefits.

In response to a question from the Committee, D. Bartholomew-Saunders answered that in the draft budget presented by staff there is no money provided for orthotic inserts however the final decision will rest with the Regional Council.

n) Mark Vuorinen, Grand Philharmonic Choir, appeared before the Committee to thank the Region for continued funding for the Grand Philharmonic Choir. He outlined the benefits of a strong arts and culture community to the Region.

o) Kim Decker, YWCA, provided an outline of the Small Steps to Success Program and requested continued support for the program. She introduced Amy Slack the Program Coordinator to explain how the program has helped the individual participants. A. Slack presented some stories from women who had been involved with the program and introduced Khande Farhadi to share her experience in the program. A copy of the presentation is appended to the original minutes. K. Farhadi explained that the program had helped her overcome various challenges and she is now employed as a personal support worker.

In response to a question from the Committee, D. Bartholomew-Saunders, stated that the budget for the program is $125,000 and that the program is currently slated to receive that amount in 2014.

p) Carson O'Neill, Waterloo, appeared before the Committee to request that the Region disclose the revenue and expenses related to the green bin program. A copy of his request is appended to the original minutes. The Committee asked staff to follow up with C. O'Neill regarding his request.

q) Mike Boos, Kitchener, appeared before the Committee to encourage moving forward with the LRT project. He stated that he has deliberately moved near the proposed LRT line because he wants his family to be able to take advantage of public transit. He noted that various studies have shown that investments in transit have improved local GDP.

r) Jay Aissa, Jay Fencing, was not present when called.
s) **Robert Milligan**, provided a presentation recommending that the Region explore new
technologies to lower the costs of the LRT project. A copy of the presentation is
appended to the original minutes. He stated that he is concerned with the ability to
afford the LRT in its current form and outlined some options he felt might lower the
cost.

t) **Bob Oberholtzer**, Waterloo, was not present when called.

u) **Andrew Dodds**, Waterloo, appeared before the Committee to encourage the Region
to adhere to the existing LRT plan. He reminded the Committee of the various
consultation efforts that were made before the LRT decision was made. He believes
that discussions about possibly not completing the project will increase the prices
offered to the Region and negatively affects businesses and the community.

v) **Adam Garcia & Stephen Franchatto**, Waterloo, provided a presentation on the
impact that GRT fare increases have on the Universal Bus Pass Program provided
to undergraduate students at the University of Waterloo and Wilfrid Laurier
University. A copy of the presentation is appended to the original minutes. They
noted that there have been significant increases over the past 6 years and
recommended limiting the average increase in GRT fares to inflation as determined
by the consumer price index. They explained that the rising costs made the program
less attractive to students and they would have to review continued participation in
the program.

In response to a question from the Committee, they explained that the cost to each
student is approximately $72 per term and that each student was required to pay the
fee. Regional Chair K. Seiling stated that the existing cost to students is lower than most
other universities. He also reminded the Committee that the rising fees were a part of
the program when it was negotiated and eliminating the program could result in higher
revenues for GRT but would create higher costs for those students who rely on public
transit.

In response to a question from the Committee, A. Garcia stated that they did not have
any objection to including students from Conestoga College in the program but that it
would be up to the students to decide if they wished to join.

w) **Chuck Howitt**, Kitchener, appeared before the Committee to encourage the Region
to continue with the LRT program. He stated that there has been plenty of
consultation and the Region made the right decision. He noted that people do not
want to live in communities with dying downtowns and the LRT project has been a
factor in the revitalization of downtown Kitchener. In his discussions with business
owners and investors they have noted that they are investing in areas along the
proposed LRT route.

x) **Stan Rektor**, Waterloo, appeared before the Committee to state that he is opposed
to the LRT. He does not believe that the Region needs it or that the majority of
citizens would have supported it had there been a referendum. He noted that many
businesses have reduced jobs and that if people do not have employment they will not have the money to support the LRT.

y) Michael Druker, appeared before the Committee to state that many municipalities have started planning public transit projects and have failed to execute those plans. He encouraged the Region to stick to the LRT plan.

Other Business

Chair T. Galloway noted that there appears to be a large number of items on the Committee's agenda for January 15, 2014. He asked if the Committee was in agreement with moving the start time from 3:00 p.m. to 2:00 p.m. The Committee agreed with this change.

Adjourn

Moved by C. Millar

Seconded by L. Armstrong

That the meeting adjourn at 9:30 p.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, T. Brubacher
Budget Committee
January 07, 2014

Dear Tom Galloway,

I have been meeting with Regional Grand River Transit (GRT) Staff over the last few years to discuss demographics shifts in rides to work and GRT fare increases. I appreciate the time and information GRT management have been able to provide on this issue they have been very helpful.

Information* indicates that since 2000 – the low income demographic of Waterloo Region Residents (living on incomes of $14,000 or less) are no longer able to afford to use public transit services and that this demographic use is decreasing by 1% each year since 2000.

Since 2013 budget meeting I have been corresponding with Stephen Woodworth MP and John Milloy MPP, to request the assistance of gathering the current Stats Canada figures for 2006-2011, to determine if the GRT management of the Region of Waterloo is increasing student/demographic ridership at the cost of those in poverty, and if that is the case, assist me in encouraging and discussing with the Region of Waterloo the establishment a fare structure or subside which would provide access to those who can no longer afford to use our local public transit system.

(My intention is not to decrease the regional subsidizes provided to the Student population of Waterloo Region who ride GRT free of charge as part of their tuition fees, but to equalize the subsidy provided to those in poverty so they may use the public transit system as well. The Region does provide programs which subsidize local income individuals but the GRT fare increase table indicates these programs would have difficulty accommodating the annual large fare increases. (GRT singles or GRT tickets strips; subsidized passes are now too costly for low income))

Stephen Woolworth’s’ constituency office referred me to Anne McAlwraith of Statistics Canada and we spoke several times in 2013. Anne McAlwraith said the data was collected in October of 2013, but that it would require a cost of $500 to $2000 to provide a custom table regarding Region of Waterloo demographics and Modes to Work and Transportation 2006 – 2011. She said there was some free data available on line. I currently am unable to afford this cost but endeavor overcome this obstacle in 2014.

At the present time I would request that Regional Council review the past GRT fare increases trends over the past 10 years and consider a budget line to provide GRT free of charge to those in the $14,000 or less demographic to compensate for larger fare increases.

*Statistics were provided by Region of Waterloo Demographic/GRT reports and Statistics Canada.

Summary
In response to a request from Regional Council, Regional staff reviewed information from the
2001 and 2006 Censuses of Canada related to the age, gender, and income profile of Grand River Transit riders. The key findings include:

• GRT riders tend to be younger and earn less on average than the full Regional workforce.
• The proportion of GRT riders in the lowest income categories declined from 2001 to 2006.
• Higher income categories saw stability or growth during that period, for example the proportion of GRT riders over the age of 25 earning greater than $50,000 annually grew from 7% to 9%.
• A higher proportion of females (61%) use GRT to travel to work than males (39%).
• From 2001 to 2008 GRT ridership grew by over 50%. The iXpress had been in operation for only 6 months at the time of the Census. In the three years following that time average weekday boardings of iXpress grew by over 200%. Transit service has continued to be improved since the 2006 Census. As transit becomes even more competitive in the future through the creation of a more compact urban form and more high frequency routes integrated with rapid transit, a greater modal shift between auto and transit will occur. As a result, it can be expected that the upward trend in the income profile of transit riders will continue.

Subject: GRAND RIVER TRANSIT RIDERSHIP DEMOGRAPHICS- File No: D28-70(A) – January 26 2010
Stats for Grand River Transit Fares 2000 to 2013

The U-Pass program began with Wilfrid Laurier University undergraduates in September 2005. The University of Waterloo undergraduates and the WLU graduate students joined in September 2007. UW graduate students joined in 2011.

GRT Fares, 2000 - 2013

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Mr. Chairman, first of all, I’d like to thank you for taking the time to meet with representatives of our Tax Watch Group. I’d also like to thank staff of the Waterloo Regional Police for meeting with me and agreeing to research information such as reviewing the charge rate to companies when they install a gas pipe line and ask for a patrol officer to be on-site. I was also pleased to see the WR Record article by Paige Desmond Dec. 26 “Rising police salaries spur call for change” The quotes from you, Mr. Chairman and Councillor Deutschmann, gives us hope for the future that we are looking at a “meaningful” change in the arbitration award system. We also noted the Dec. 28 Record’s Editorial Board’s editorial entitled “Wynne: Give our region a hand” – mainly referring to “the costs of paying salaries, benefits and pension for WRPS officers are rising at an unsustainable rate.” Changes to the arbitration award system are critical if we are to address the unsustainability of WRPS pay packages and its effect on the Regional budget.

I stated in my Nov 20 presentation “This Regional government doesn’t have a revenue problem; it has a spending problem. We are asking you to exhibit greater control over your spending.” I was at the deliberations that took place at the afternoon meeting Wed Dec 11 and saw this problem yet again. The Region’s growth assessment will be higher than first anticipated – so what is the focus during the meeting? Taxes will come down due to this assessment increase. The CFO has also mentioned reserves are very low. Why not take this small “windfall” and apply it to and improve the reserves?
Councillors also found out the Region will get more money than anticipated from the Province. So what is the focus of that discussion? The cuts to the various programs will not need to be as great. Almost immediately the mood shifted around the horseshoe, towards relief that the cuts you thought that needed to be made to various community programs do not need to be as drastic as previously thought with this additional Provincial funding - instead of taking a real and serious look at what expenditures are necessary. With the exception of Councillor Craig, the fact is, this council ignores Point #3 of our Nov. 20 presentation, which is the need to address the increase in Regional Staff over the last few years. This is a very, very real concern to us and needs to be for you as well.

At the Dec. 11 afternoon meeting, the Police Chief made some very interesting comments. He asked “What do we need to make it work?” He then stressed three words need to be defined:
1. need
2. it – meaning services
3. to make it work

Mr. Chairman, following a presentation I made to the Police Services Board July 3, we had a phone conversation and discussed having an independent survey commissioned by a national reputable survey company to try to answer the comments and questions the Chief made on Dec 11. We would approve spending a couple of hundred thousand dollars and having these points answered as opposed to spending money on projects or activities that might not even be a priority or necessity for the community. You and I also discussed the positives and negatives of engaging the community in a town hall meeting. As I mentioned at the outset, I was pleased with Councillor Deutschmann’s quote “We’ve got a Police Services Board who seem to be promoting a certain direction that is not necessarily in tune with what the Police Chief is recommending and I’m wondering, then, shouldn’t we go to the public and say what do you want to see in policing”. Council needs to take this suggestion very seriously!
Some members of our group were in this chamber for the Dec. 11 public input session. We were NOT surprised at what we saw and heard. As a Chairperson of a 1,500 employee local workplace United Way Campaign, I got a very good insight and appreciation into what many of our social service agencies are doing as committee members were able to interact and "tour" some of these facilities. I have followed the work of the House of Friendship for decades and on Oct. 18, I attended the Friendship Dinner. I was disappointed to see only a few of you councillors there!

In summary on this point, I would rather NOT reduce the people "wellness" needs of this community as opposed to funding the "nice to have." For example, extravagant and opulent LRT stations. Keep them simple and practical! They do not need to be award-winning works of art and architecture at this time with budgetary difficulties surrounding our communities. Nor do they need to be ugly on the other extreme – a balanced approach will produce the best outcome all around! Everyone would want the project to be a nice reflection of our community but, and this is important, at what cost? This needs to be kept in mind from the outset!

In reply to Councilor Craig's question on Nov 20, I stated "it seems like the over-arching thrust of the direction of this council and this budget is focused on the needs of the Region's Transportation Master Plan and everything else seems to be secondary. This is the WRONG approach to take in proceeding with a project of this size and importance!! Before signing off on a contractor, we suggest you revisit your specifications, keep the design practical, simple and don't always use "top drawer" material and expensive design elements in this project as we have seen continually on other projects in the Region! These budgetary savings could then be re-directed to various "wellness programs" for the community at large!!

*It is imperative* this Regional council focus on the "NEEDS" of the community, including the "people-wellness" needs as opposed to having the "people-transportation but at a substantially high-cost infrastructure" placed as a need instead of a want. Remember when you make these decisions, you want the people of this community in 20-30 years from now to say "the right people, (the 2014 council), made the right decisions, at the right time!!"
Thank you for the opportunity to present our concerns.

I will be glad to answer any questions

Harald Drewitz, CMA
Chairperson, Kitchener 'taxpayers
City Watch Spending Group
Presentation of Len Carter

on Behalf of

The Waterloo Regional Labour Council
January 7th, 2014

Regarding budget discussions and discretionary benefits for persons on ODSP and Ontario Works.
The primary focus of my presentation will be to try to tie together the presentations of others together and to emphasis the major concerns of Labour as well as, other participants in the Poverty Free Kitchener-Waterloo Action Group.

It is Labours position that all people that live in this magnificent region of the province should be able to do so in relative comfort and dignity.

From our perspective in order to achieve these goals several things must be accomplished and I will speak of only three tonight.

1st – The idea of doing things in a balanced (budget) way is foreign to the need of the target group. We need this Discretionary budget line to be a part of the core budget.

The affected individuals must be treated in a financial fashion that goes beyond the balancing of the Regions budget. These people are the ones that have a much greater need than the usual typical members of our community.

These folks are in need and in the vast majority of cases they don’t want to be.

In almost every case these people are not the cause of the situation that they find themselves in.

The benefits that these individuals receive must equalise the norms that other members of our society are able to live with – It is all about Human Rights.

2nd – Labour asks that discretionary benefits funding not be brought to this Council on year after year basis, I might not be here next
year to make such a presentation, This funding has to be an ongoing commitment on behalf of the Council – this funding must be part of the core budget funding and must be secure against inflation.

The issue is not extras,

The issue is basics for a lifestyle that you and I can recognize as “Normal” for so many of our friends, families and neighbours.

But it is not so much about individuals.

What it really is about is our community being poor as long as we have people living in Waterloo Region and living without sufficiency.

How decisions are being made about Regional revenues and spending, about taxes and how Council using them, is an important conversation.

I, personally, would not mind taxes so much if those taxes were being used for discretionary benefits and other items that strive to give all of our neighbours, no matter what their address, basic Human Rights –

In fact on January – 23 at Kitchener City hall there will begin such a discussion at the Book Launch and Tour of “Tax is not a four letter word – A Book written on this exact subject This event is sponsored by with the Canadian Centre for Policy Alternatives and the Social Planning Council KW). And on the twenty second the same discussion can be participated in at Cambridge City Hall being presented jointly by: Social Planning Council of Cambridge and North Dumfries, Waterloo Regional Labour Council and the Canadian Centre for Policy Alternatives Ontario office.
3rd) That it is absolutely imperative that the Region be actually employing persons from the Ontario Works and Ontario Disability Support Programs and give more opportunities for people to transition from social assistance through an affirmative action program.

[This affirmative action can be funded in the budget in the future.]

Thank You for your attention.

I am prepared to answer any questions that this dissertation has raised either now or when invited.
"Tax Is Not A Four-Letter Word" is an attempt to seed a more balanced discussion on taxes and their role in society.

We may disagree, just as the contributors to this book, about many issues regarding taxation. However, an adult discussion is needed about the ideas and policies behind the decisions on how taxes are being collected at different ends of income distribution and how the money is being spent for the benefit of everyone in Canada.

Take the opportunity to share your take on taxation and public services with one of the authors of the book, as well with local players from different walks of life. Ask the right questions and shape our local conversation for the election years ahead.
Kitchener Waterloo Out of the Cold
14 Windy Ridge Place
Kitchener, Ontario
January 6, 2014

150 Frederick Street
Kitchener, Ontario

Dear Regional Councillors:

Next year Kitchener Waterloo Out of the Cold will begin its 15th year. For the past 14 years Out of the Cold has offered food and shelter to our community’s poor and homeless. The program receives no government funding and there are no paid staff. KWOOTC has over 700 volunteers and spends in excess of $100,000 each year to feed people the 6 months we are operating.

In the years 2011/2012 our numbers for those fed increased by 8.3% and for those seeking shelter 43.9%. For the year 2012/2013 we saw an increase of 13.6% for those sheltered. This means that 25,777 meals were served and the total numbers for those slept was 11,287. Despite our best efforts, the steering committee of KWOOTC is worried that we cannot continue to serve all those in need if these numbers continue to rise at this rate. We are aware that the shelters are also exceeding their space capacities or approaching over capacity. The steering committee feels it is important that the cities of Kitchener and Waterloo and the regional government realize that there is a significant homelessness issue in our region. KWOOTC has saved the cities and region considerable money over the years. It has been suggested from time to time that programs such as KWOOTC let the different levels of government off the hook and in so doing help the various levels of government escape assuming its full share of responsibility towards the poor and homeless. Our concern has been to offer shelter over the winter months to prevent loss of life and undue hardship. Whether this helps or hinders governments in formulating proper policies has seemed secondary in importance, given the urgent need for shelter in the winter.

We feel at this point in time, given our rising numbers and our concerns about our ability to accommodate the increasing numbers of homeless, that we need to make the cities and region aware of the increasing need. We feel that more money needs to be allotted for permanent housing and supportive housing such as SHOW that offer an alternative to homelessness. We particularly note the lack of a shelter that offers those active in their substance abuse shelter and helps to reduce their addictions. We are also concerned about the numbers of people who access Out of the Cold who have obvious mental health issues. Many studies have proven that money spent to house the homeless makes good economic sense and actually saves money. We urge you to consider homelessness in your budgets and support efforts to provide permanent housing for the homeless.

On behalf of the KW Out of the Cold, I invite you to come to any of the sites for a visit so you can see first hand how Out of the Cold operates.

Yours truly,

Roberta Hickey
(Convenor, Kitchener Waterloo Out of the Cold Steering Committee)
Submission to Regional Council regarding its 2014 Budget

7 January 2014
Tim Mollison
Tri-Cities’ Transport Action Group
Proposed Rationalization

- Does not affect most popular routes
- Provides alternatives for affected passengers
- Has been well thought-out over time
- Moves GRT to a more efficient grid network
Meeting with Regional Staff

- Route 7 has usability concerns
- Route 7’s status quo operation is vulnerable to disruption by ION build
- 200 iXpress passes future ION stations without stopping
Waterloo - University District

- 7D, 7E, 8, 9, 12, 29, 31, 200, 201, 202: There Is Such A Thing As Too Much Choice
7D, Or Moving Sidewalk?
iXpress must serve future ION riders
Waterloo - University District

- Considering 8, 9, 12, 29, 31, 200, 201, 202: Would 7D and 7E really be missed?
Pilot Proposal: Simple, ION-Ready

- Reallocate service hours from 7D and 7E to Operations as “spares” to combat crowding on other routes.
- Add UW loop to maintain 450m standard for those with mobility concerns (3 FTE from above)
- Add iXpress stops where ION stations will be
- Finalize new schedules when travel patterns have fully shifted
- Pilot Summer 2014, assess for Fall 2014
Route 7 Schedule, Or Stats Exam?
RTMP: Talk Of Delay

Rally for Rails
Don't Derail Our Future

Rally for Rails
Don't Derail Our Future
Rapid Transit is a public transportation system, operating for its entire length primarily in a dedicated transit lane. Rapid Transit will help connect the cities of Cambridge, Kitchener and Waterloo.

Get Involved!
The Rapid Transit Consultant's Services have undertaken an in-depth evaluation of alternative Rapid Transit routes, stations and technologies by segment. The 21 criteria used to rank these routes, the final evaluation and the project will be shared with all route segments can be found at www.region.waterloo.on.ca/transit

Please note that this evaluation is an essential part of the Environmental Assessment process. We want to hear from you. There are a few ways you can provide your valuable input:

- Email: rapidtransit@region.waterloo.on.ca
- Phone: 519-747-4777 ext. 3234
- 136 Frederick St., 8th Floor - Rapid Transit, Kitchener, ON N2G 4J2

Both, LRT and BiRT are being considered for the future Rapid Transit System in Waterloo Region.
Shaping the Future of Transit

Legend
- Future Transit Hub
- Rapid Transit Station
- Stage 1 LRT
- Stage 2 LRT
- Conceptual 2018 + Express Bus Network
- Conceptual 2018 Local Bus Network
- Future Go Rail Transit
- Provincial Road
- Regional Road
- Municipal Road
- River
We Don’t Know What The Province Will Do About Development Charges
RTMP Delay: Don’t Take The Bait
Just Build It Already!!!

Tech Workers Love Trains

Will Trade Car for LRT
THINK of OUR FUTURE!

ON LRT
You'd be through DOWNTOWN by now
8 years of solid study say solid steel

I support LRT
SIGN PETITION – FurnishtheFuture.org

420 PINEBUSH RD CAMBRIDGE ON 519-621-9053 SANDRA HILL

http://www.furnishthefuture.ca
The Public Created a Diversion of Gently used Furniture and Household items from Landfill since 2010 gave to families in need for FREE

- The Public is being punished by the Politicians of this Region who have made poor and unskilled decisions – This Region is in trouble

- Region wasted $440,000 for a Waste Report in 2013 (Golder Report)
- You Politicians should have got involved with Furnish the Future as the report states get involved with community builders – but you choose not to. This money could have help many families in our region

- You offered in the Regional Waste Contract giving a bonus of 50c-Per litre Diesel Fuel to third party Waste Management when Diesel Fuel is $1.30 today and only increasing – you took risk with taxpayers money

- your spending is like drunken sailors

- if it's not dealt with now or within next two years, "we're going to wake up and Interest Rates are going to explode

- Why is the Region trying to add over $440.00 for the past 4 years on our property taxes – when in fact you made a poor decision on the waste contract and have us in a mess Loss Millions of Dollars in your back room approach waste contract next will be the LRT

- Enough wasted spending - its not your money – the public is not accepting an increase in property taxes due to your incompetence with a waste contract.
Mayor Craig City of Cambridge should be Ashamed (2)
Tier Gov’t – Lower-tier Cambridge City Council should
have passed a by-law provide property tax reduction to
Care for the less Fortunate  promote Furnish the Future
and think about our Environment

• Denied Furnish the Future Property Tax Exemption or rebate Ontario Municipal
  Act, 2001 Section 356/00,s.1 (3) “Service Organization” means an organization whose primary function is to
  provide services to promote the welfare of the community and not only to benefit its members. O.Ref. 356/00,s.1
  (3)

• Charged Sandra Hill over $20K in property taxes each year since 2010
  while the public and Hill was only stepping up making a difference in our
  community
• City of Cambridge forced Furnish the Future to shut down in 2012
• Furnish the Future is not a business and earns no income

• SIGN PETITION – FurnishtheFuture.org
• the public has over 100 supporters
SIGN PETITION – FurnishtheFuture.org
519-621-9053
the public has over 100 supporters

• Public VOICE has always prevail over any Politician
  • there is SO much need in our area, and too much good stuff going to the landfill; so this program is meeting two needs and is GREAT. Why do we need to get into so much bureaucratic red tape
  • People sometimes need a hand up in this life and Furnish the Future provides that with dignity for many people!
REDUCING WASTE in our Landfill – A Social Innovation GIVING BACK to Families in need in our Region for FREE
A Region Community Investment
Giving Free to:

- Families in shelter
- Families in transition – People from incarceration
- Immigrates who come to our Region
- Women at Risk
- Men at Risk
- Children at Risk
- Youth’s at Risk
- Seniors at Risk
Supported & Worked together with Region Non-Profit Organizations

- Women’s Crisis Services Wloo Region
- Argus House
- Cambridge Self Help Food Bank
- House of Friendship
- Family and Children Services
- Clothesline
- Cambridge Shelter Corp
- Mary’s Place
- Family Counselling of Cambridge North Dumfries
- Canadian Mental Health Association
- YMCA Newcomer Settlement
- Lutherwood
- John Howard Society
- Students, Seniors
- Plus many more groups and programs
Prevent Crime in our Region

• Mentor Young People
• Honourable Judges Order Community Service Hours – moving heavy furniture in return see how families in our Region really have nothing & receive Community Service Hour Letter for Court.
• Help Students, - Community Service Hours to Graduate and Recognition on Resume
• Identify and tackle Community Conditions
• Helping families and students facing problems and strengthen links with schools in our region
How did Region of Waterloo Benefit

• Furnish the Future teamed with Investors in the Region (Condo Owners etc.) donated Free Fridges and Stoves (3) Yrs Old Washer & Dryers to Regional Housing and gave them for FREE

• Region – Saginaw House Addiction Rehabilitation Home Need Large Dining Table and Chairs for (5) Men – Furnish the Future Donated Free

• Supplied Furnishing to Apartments for people and families in transition
Mayor Craig City of Cambridge

ENVIRONMENTAL CERTIFICATE

Acknowledgement

The Corporation of the City of Cambridge

Extends Congratulations To

Furnish the Future

Environment Award – Excellence in Energy Cons.

2013 Business Excellence Awards

"Excellent firms don't believe in excellence – only in constant improvement and constant change".

~ Tom Peters

Signed and Sealed
This 21st Day
Of March 2013

Mayor Doug Craig
Dear god

thank you so much

for putting people first in our life especially who need it the most.
Congratulations

As the Member of Provincial Parliament for Cambridge, I would like to proudly recognize

Furnish the Future

In honour of your nomination for a Business Excellence Award, in the category of Excellence in Energy Conservation, celebrated on this, the twenty-second day of March, in the year two thousand and thirteen.

"This award is a representation of the hard work and dedication you have shown over the past year. Congratulations on your nomination and I wish you all the best in your future endeavors."

Dr. Rob Leone
Member of Provincial Parliament
Cambridge
Feb

Sandra, thank you so much. Now I will furnish the future. There are just amazing like me who are keeping helping people just in a transient period. May God bless you.
MP GARY GOODYEAR CERTIFICATE OF ENVIRONMENT IN CONSERVATION ACKNOWLEDGEMENT

Congratulations

As the Member of Parliament for Cambridge, I would like to extend my best wishes to

Furnish the Future

in honour of being nominated for the Cambridge Chamber of Commerce Bell Business Award

Environment Award - Excellence in Energy Cons.

March 2013

Gary Goodyear, Member of Parliament Cambridge/North Dumfries
E-WASTE DEPOT
420 PINEBUSH RD.

- CAMBRIDGE ON. 519-621-9053 – OES DEPOT
- ONTARIO ELECTRONIC STEWARDSHIP
Sandra and her team thanks to all of you for doing this great job in need to help others in need.

God bless you all.

It's a blessing to know someone as thoughtful as you.
Sandra Hill donated her home
Sandra used her own vehicle and trailer – The Public Donated 2011- $50,000.00 value garage sale price tag
More than grateful; appreciative, I cannot possibly begin to express how thankful I truly am. You have literally made it possible for me to be comfortable again with my children. There should truly be more caring people in this world such as yourself.

If you ever need a hand or anything,ipingly in debt

[Signature]
• Audio and video players & recorders
• Cameras
• Cell phones
• Computers (desktop & laptop) and peripherals
• Copiers
• Fax machines
• Monitors
• Pagers and PDAs
• Printers
• Radios
• Receivers
• Scanners
• Speakers
• Telephones and answering machines
• Tuners
• Turntables
• Televisions
• Video projectors
REGION COMMUNITY ENVIRONMENTAL FUND – Furnish the Future should be a granted approval from Region

• Save Regional Taxpayers on waste removal
• Environmental Public Education and awareness since 2010
• Reduction of waste & diversion Landfill
• Helps Promote and reduce Poverty in our Region - Involves Everyone in our Society

No child should have to sleep on the floor.
SIGN PETITION – FurnishtheFuture.org
519-621-9053
the public has over 100 supporters

• SPONSORED BY

Dream Home
MORTGAGES
519-651-1985

www.dreamhomemortgages.ca
Small Steps to Success
2013 Participant Statistics

Pre Small Steps to Success Income Support
- Spouse Employed: 23%
- Ontario Works/ODSP: 77%
- Combined length of income support: 102 years, average 4.25 per person

Current Income Support
- Employment: 26%
- Employment/Partial OW: 9%
- OSAP: 10%
- OW/ODSP: 39%
- Spouse: 16%
- Employment: 26%

Identified Barriers
- Domestic Violence: 28%
- Person with a disability: 4%
- Aboriginal: 2%
- Addictions and Mental Health: 51%
- Incarceration: 2%
- New Canadian: 11%

Education
- Grade 12: 42%
- Grade 11: 10%
- Grade 10: 7%
- College: 3%
- Canadian University: 6%
- Foreign University: 13%
- Grade 9: 19%

31 Graduates
With 66 children & 12 grandchildren
Laval University
Addiction Studies

Conestoga College
Human Service Foundation
Early Childhood Education

Ginas School of Aesthetics
Aesthetician

Employed

First job in Canada!

My first job in 6 years

My Small Steps job placement hired me!

My first job in my field

I am working full time and can support my three children

My Small Steps job placement hired me!

St Louis Adult Education
PSW
I am graduating to start a new life for my 6 children

PSW
Graduating at 34!

Graduating at 57!

Everest College
Addictions and Community Service Worker

Job searching

This is the longest I have been out of jail in 10 years. Now I believe I deserve more

My son sees me getting up and dressed everyday now

I volunteer so I can raise my skill set

*2 participants are represented two categories
When I began Small Steps, I was very introverted, and as I progressed through the program, I was able to get out of an abusive environment with the supports I had there. The hard work that these individuals put in for such an incredible program has far more value than words can express. To see a program like this to be cut in any way would deprive women in the area of a service with multiple benefits.

SSTS changed my life they helped me really recognize I do have what it takes and now I'm back in College!!

I was nearing the 50 year mark in my life, illness and hard economic times took away my self confidence and caused me to fall into depression. 12 weeks in Small Steps to Success (SSTS) changed my life – for the first time I didn’t feel alone in my struggle, I was able to face my fears in a supportive and nurturing environment, and was shown other doors of opportunity that my eyes had been blinded to. SSTS empowered me to say good bye to stereo typing myself and pushed me to see my employable self worth. Today my future looks incredibly different, I am excited to get out of bed and embrace each day. I am a SUCCESS.

Before SSTS I didn’t know that such a small group could have such a big impact on my life. I not only got new friendships but a whole new outlook on life. I had no self confidence, no self esteem, or no idea what I wanted to do with my life. The ladies in my group were the kindest people that I have ever met. Always someone there to help. SSTS definitely made a mark in my life.
Waterloo Region Public Input Budget Meeting - January 7th, 2014

Budget information requirements relate to revenue and expenses for Waterloo Region Green Bin program (budget attached as per site)

1. **Expenditures** relating to the Region’s Green Bin Program
   - itemization of all components of ‘other operating’ expenditures shown as $4,696,324 for 2013 (estimate actual) and $6,197,979 for 2014 budget

2. **Revenues** relating to the Green Bin Program:
   - itemization of all components of ‘other revenue’ as shown as $3,420,000 for 2013 (estimated actual) and $3,160,000 for 2014 budget

3. Confirmation that all revenues and expenses relating to the Region’s Green Bin are reflected in the ‘waste diversion’ budget. If any allocations to other budgets programs, itemization as such.

**Notes**

i) The delegation (file # 220487) Carson O’Neill - Waterloo Region resident and tax payer for 25 years.

ii) The delegation is not requesting any confidential information (bidding, personal information etc.), simply funds managed on behalf of constituents.

iii) In June, 2013, the Region publicly disclosed a 10 year contract for $2.3 million a year with the City of Guelph to process its organics confirming that $23 million has been committed regardless of tonnage trucked to the composting facility. This expense is not itemized in the 2014 budget.

iv) The consolidated budgets presented are dependent on the individual and itemized components being completed; details requested before 2014 budget is approved January 15th, 2014

v) Information requirements consistent with confirmation by Region the Green Bin process is open and transparent.
**DEPARTMENT OF ENVIRONMENTAL SERVICES**

**PROGRAMS**: Waste Management

**YEAR** 2014

**PROGRAM FUNDING**: Tax Levy

### Purpose Statement
To process and market recyclables; operate, plan, and administer other waste diversion programs; administer various contracts and provide customer service and a wide range of promotion and public education services.

To provide curbside collection services for blue box, yard waste, and green bin including green bin hauling and processing services

### Key Tasks
- Contract administration and operation of various waste diversion programs including the Blue Box and Green Bin, tires, metal and wood recycling, central and backyard composting; E-waste; Household Hazardous Waste, Yard waste etc.

### Expenditures

<table>
<thead>
<tr>
<th>Item</th>
<th>2013 Budget</th>
<th>Estimated Actual</th>
<th>Budget to Actual Variance</th>
<th>Notes</th>
<th>2014 Budget</th>
<th>Budget Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries, Wages &amp; Benefits</td>
<td>$2,631,315</td>
<td>$2,919,276</td>
<td>$138,040</td>
<td></td>
<td>$2,858,511</td>
<td>$277,196</td>
<td>2.0%</td>
</tr>
<tr>
<td>Equipment Replacement Reserve</td>
<td>96,001</td>
<td>96,001</td>
<td>0</td>
<td></td>
<td>96,061</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Blue Box Collection</td>
<td>7,102,781</td>
<td>6,976,781</td>
<td>126,000</td>
<td>1</td>
<td>7,244,413</td>
<td>344,742</td>
<td>4.8%</td>
</tr>
<tr>
<td>Green Bin Collection</td>
<td>3,574,411</td>
<td>3,170,405</td>
<td>100,000</td>
<td>2</td>
<td>3,333,183</td>
<td>176,318</td>
<td>5.2%</td>
</tr>
<tr>
<td>Yard Waste Collection</td>
<td>1,586,803</td>
<td>1,581,802</td>
<td>5000</td>
<td>2</td>
<td>1,646,491</td>
<td>59,689</td>
<td>6.0%</td>
</tr>
<tr>
<td>Other Operating</td>
<td>6,593,524</td>
<td>6,368,524</td>
<td>225,000</td>
<td>3</td>
<td>6,277,080</td>
<td>225,000</td>
<td>3.8%</td>
</tr>
<tr>
<td>Debt Servicing</td>
<td>722,254</td>
<td>722,254</td>
<td>0</td>
<td>4</td>
<td>722,254</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Inter Departmental Charges</td>
<td>596,660</td>
<td>596,660</td>
<td>0</td>
<td></td>
<td>597,264</td>
<td>(5,604)</td>
<td>-0.9%</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$21,969,740</td>
<td>$21,062,529</td>
<td>$637,240</td>
<td></td>
<td>$21,534,133</td>
<td>$1,493,393</td>
<td>6.8%</td>
</tr>
<tr>
<td>Inter Departmental Recoveries</td>
<td>($203,094)</td>
<td>($203,094)</td>
<td>0</td>
<td></td>
<td>($203,094)</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Net Expenditures</td>
<td>$21,166,646</td>
<td>$20,859,435</td>
<td>$287,240</td>
<td></td>
<td>$21,331,039</td>
<td>$637,403</td>
<td>6.8%</td>
</tr>
</tbody>
</table>

### Revenues

- **Sale of Recyclables**: $4,000,000
- **Other Revenue**: $2,830,000
- **Total Revenue**: $6,830,000

### Net Levy

- **Average Household Impact**: $81
- **Total**: $14,556,646
- **2013 Budget**: $14,243,405
- **2014 Budget**: $16,566,039

### Notes on Budget to Actual Variance
1. Lower than budgeted COLA for contracts/estimates
2. Higher cost for yard waste/leaves
3. Lower than budgeted Green Bin and glass processing costs, offset by higher costs for yard waste processing
4. Lower than expected recycling revenue due to weaker market prices, offset by EPR funding for the MHSW program related to past years.

### Budget Continuity

- **2013 Approved Budget**: $14,356,46

### Budget Adjustments

- **Salaries, Wages & Benefits**: 57,196 COLA and benefits per contracts/estimates
- **Blue Box Collection**: Provision for contract inflation, tonnage (townships), and fuel price increase
- **Green Bin Collection**: Provision for contract inflation, stops, and fuel price increase
- **Yard Waste Collection**: Provision for contract inflation, tonnage, and fuel price increase
- **Other Operating**: Provision for contract inflation, tonnage, and fuel price increase
- **Admin Budget Review**: Changes to reflect anticipated costs net of economic adjustments

### Other Adjustments

- **Total Other Operating**: $734,455
- **Debt Servicing**: $291,050 Net increased costs for debt issued in 2013
- **Inter Departmental Charges**: Changes to reflect anticipated costs
- **Revenue**: Increase in funding from EPR programs (Blue Box and MHSW)

### Budget Issues

- **2014 Budget Issues**: Budget issues are not included in the base budget

### Total Budget Change

- **$2,098,607**

### Total 2014 Base Budget Levy

- **$16,656,039**
Region needs to do more with less resources using innovative technologies plus: apply to LRT now so doubly beneficial for far less tax$ -- project delay required

"... we cannot afford the proposed Rapid Transit system in its present form ..., too great a sacrifice to endure in these difficult economic times ..., (need) options on how to reduce the overall cost of the project ... " Cambridge Mayor Doug Craig on 2014 Regional Budget

"CO2 pollution levels around world accelerating -- UN"
News media, Nov. 7, 2013

Trying to do more with less resources is called synergistic advance -- a "driver of sustainable innovation" and a way to shrink budgets.

As we've all seen in our rapidly developing world with computers, etc., synergistic advance can best be achieved using new technologies.

A 100+ year old type of technology such as used in the approved LRT plan for propulsion -- electric motors and an overhead power wire -- has much less potential for synergistic advance.

And synergistic advance is the type of smart direction that so many people are clamoring for in their concerns about the approved LRT plan -- without actually using the expression.

In other words, their support would require a much more beneficial way to do the LRT system and much less money to be spent on it -- or scrap it they would say!

The people want a synergistic advance or just buses.

Most interested people know in their gut that something better can be done that is more in keeping with the high Waterloo Region standard for innovative technological projects.

Their intuition is right!
A better and more worthy LRT plan is possible using overlooked innovations: 1) new energy technologies; and 2) key technological success features from the Region's exemplar, the Portland LRT system.

Incorporating these innovations involves just a few relatively easy innovative technological adjustments to the approved LRT plan -- and it completes most of stage 2 in the process.

Together they would enable the saving of about 50% of the total capital costs.

About net 23% would be from the new energy technology that enables the avoiding of a very costly overhead electrical power wire (catenary) system.

Much of the remaining 27% of capital cost savings would come from using the Ottawa O-Train extension proposal's frugal approach to off-road track construction.

And much lower operating costs would also be realized -- most from increasingly lower electricity costs and high commuter use revenues.

Overall Waterloo Region would be in a much better position to utilize the new technologies -- especially if it complements its staff with engineers that can recognize and innovatively create with them.

These LRT plan enhancements could make a world of difference in public opinion and in the related municipal budget.

It just requires Regional officials to have an empathetic gutsy innovative spirit willing to go an extra mile for a public suffering difficult economic times -- and for an environment so close to climate and ocean tipping points.

**Technologies for LRT energy storage and production**

Currently, the energy technologies whose potential LRT system applications are being suggested here are batteries, supercapacitors, hydrogen fuel cells, and solar cells.

All are rapidly improving in cost-efficiency but that rate is soon to accelerate with
the help of at least the nano-material graphene which some call revolutiononary for many industries.

For example: April 16, 2013: Grafoind Inc. and the University of Waterloo Announce a JV Agreement to Develop High Performance Graphene Electrochemical Energy Systems.  

But even now some of these energy technologies can enable new LRT vehicle applications that a few years ago were not viable.

And much money -- capital and operating costs -- can be saved by using these energy technologies.

Money-saving hybrid battery/ultracapacitor propulsion

Avoiding an overhead electrical power wire (catenary) system would lead to a gross savings of about 25% of the total capital cost (TCC).

If the TCC was as high as $2B for both LRT stages combined -- and for many that is likely -- then 25% is $0.5B.

The aesthetics of overhead wires and proneness to strong weather effects are also concerns.

But is catenary-free operation (CFO) realistic?

In just November of this year Frost & Sullivan, a global growth consulting firm, released a report, Strategic Analysis of Light Rail Transit in North America.

They said, "OEMs are focusing on battery and ultracapacitor technology for on-board energy systems".

More specifically, new on-board battery/ultracapacitor hybrids can serve as energy storage/recovery systems -- and enable this superior type of CFO.

Three LRT vehicle (or LRV) manufacturers offer this CFO energy technology:

1. Spain's CAF TRAINELEC subsidiary. They call it Greentech and have it on
their LRVs in a few Spanish cities -- 1500m max between charging stations (Search: CAF Greentech video);

2. **Germany's Siemens Sitras HES (hybrid energy system).** It is on their LRVs near Lisbon & soon in Qatar -- 2500m max between charging station (Search: Siemens HES video);

3. **Canada's Bombardier uses lithium-ion battery only.** It is on their LRV in Nanjing China. The Li-ion battery is water-cooled in summer. Heated battery blanket &/or pad are available to prevent winter performance loss.

   Bombardier's Mitrac ultracapacitor could be added -- creating a hybrid -- to increase energy-savings up to 30%, give acceleration a big boost, and minimize rapid charging/discharging stress on battery. (Search: Bombardier Nanjing CFO)

The extra capital cost per LRV for a Bombardier lithium-ion-battery/UCap hybrid propulsion system would likely be much less than the $1.5M for an on-board hydrogen-fuel-cell/UCap with H2 tanks quoted by a Hydrogenics executive. (In the current absence of Bombardier LRV data, the above $1.5M cost will be tentatively assumed.)

New approx. cost per LRV = $4.67M + $1.5M = $6.17M
Cost of 25 LRVs = 25 x $6.17M = $154M (28 LRVs=$173M)

The new LRV cost is included in the cost of the two types of LRT corridors below.

To clarify, the distance between station/stops that charge the LRV would be considerably longer with such a superior propulsion system -- possibly 4000m or more in moderate seasons (3000m tentatively assumed for all-weather conditions).

And as the cost-efficiency of the the battery/UCap hybrid improved, fewer of the stations/stops would also charge.

**Evolving Electrical Sources of Stationary LRV Power**

For the Region's LRT vehicle, such a Bombardier on-board energy storage/recovery propulsion system could get its electrical power at first from the
grid to lower initial capital costs.

Estimating the extra capital cost for the charging equipment needed for dual charging stations (220 to 750 volt transformer, AC to DC rectifier, 2 x 150 ft. of catenary, ...) would require further technical details but probably would total less than $5M assumed for 15 (mostly dual) charging stations.

But once the cost-efficiency of stationary energy storage devices have improved sufficiently, they could be used to store the electrical grid's night surplus (special Ontario Hydro deal). This would minimize both the rising grid supply's peak costs and its regular electricity costs.

And cost-efficiency improvements would probably happen sooner than we might expect thanks to graphene, etc.

Because of the accelerating cost-efficiency of solar cells, they could start to replace all the LRT system's grid electricity as the primary power source once a satisfactory cost-benefit analysis is attained.

And the same acceptance process could apply to improved hydrogen fuel cells for back-up power.

If the hydrogen fuel cell back-up's hydrogen supply could come from an electrolyzer powered by the solar cells, then grid free electrical power would be realized -- a sustainability dream!

But just in case of the extremely unlikely event of very low level sunlight for many months, the electrical grid should serve as a secondary back-up to the solar cell array.

A 31 km, LRT commuter corridor (CC) (Details in Addendum)

The LRT commuter corridor would run from Northfield to Ainslie Terminals along the historic rail route.

An LRT commuter corridor is the first of two key success features rejected in the Region's Portland LRT system exemplar (MAX LRT part).

Both had apparently been deemed too expensive when the LRT vision and
resulting LRT plan were created.

Based mostly on the recent capital costing of the proposed Ottawa O-Train's catenary-free extension, it would cost about $338M for 31 km. of a combination of double track (off-road with 1 km on-road) and mostly single track (2-track upgrade potential).

The $338M includes the cost of 16 LRVs @$6.17M each totaling $99M.

If built, the LRT CC would not only achieve these much lower capital costs but also be a more direct, faster, and safer route.

Many more of the longer distance and further out commuters in K-W-C would be attracted -- and operating costs would be greatly reduced.

And ripe for development old factory lands -- and some buildings -- in Cambridge near proposed Dolph and Beverley Stations could be used for innovative development.

For example, some existing buildings could be used for low cost advanced manufacturing accelerator centres and start up manufacturing space -- possibly initially in collaboration with nearby Conestoga College Institute of Technology and Advanced Learning.

A resulting new tax base in Cambridge would see all levels of government gain in tax revenues -- thus allowing Cambridge to contribute more in unique innovative areas like Kitchener and Waterloo.

While Ainslie Terminal would serve both peak and non-peak, Northfield terminal would serve only as a peak operations mode terminal. In non-peak operations mode, the end terminal would be Conestoga Mall.

This is to help enable the all LRVs to serve the commuter corridor during peak as further explained in the next section.

**LRT intensification corridors (IC) (Details in Addendum)**

The LRT ICs would link into the LRT CC's at two points in each of KW and Cambridge, then join back again mostly following the road routes of the approved
LRT plan.

Their total capital cost (TCC) would be $391.4M

for 12.1 km (7.6km in KW from Caroline to Mill Stations; 4.5km in Cambridge from Pinebush Mall Station to an Aveune Rd. area station) including 9 LRVs.

If deemed necessary, 3 more LRVs could be added (3 x $6.17M = $18.5M) this meeting the full 28 contracted including the 12 optional.

The number of LRV vehicles required would be less even in travelling the full 19km route of the approved LRT plan contained within the enhanced LRT plan because:
1) no LRT vehicles required during peak demand on LRT ICs (buses); 2) in off peak LRT ICs could loop intermittently with demand; and 3) inner Core Shopping Loops conserve LRVs.

LRT ICs -- where the track would be in a common curb lane so as to better intensify -- are the second of the two key success features from the Portland LRT system exemplar (Downtown Streetcar part).

An LRT vehicle using a curb lane track off-peak would have the flexibility of stopping as frequently as the bus now stops.

This greater stop frequency would create much more convenience for potential shoppers, clients, and various others -- better helping attract many additional high quality businesses to the intensification corridors.

Of course in peak periods, the further apart stations only would be used -- perhaps with an additional station by Kitchener's King Edward Public School on King St. to fill a large gap.

A unique way to save on the capital cost of LRT vehicles needed to better meet exploding LRT CC peak demand -- would be to run all 9 LRT IC vehicles on the LRT CC during this period.

They could be replaced on the LRT IC in peak by more flexible buses used in express mode -- ones made surplus by the LRT.
The valid complained about business inconvenience-cost would be completely avoided because all LRT IC streets could remain as they are now.

In conclusion

The total estimated capital cost would be $734.4M with lots of buffer for unanticipated capital costs!!!!

Operating costs would be much, much lower also.

We could even have a world class success.

And so many Regional officials would be in the good books of the majority of the public again.

Remember this enhanced LRT plan includes all of the approved LRT plan and most of stage 2.

In the future LRT intensification corridors along Waterloo's King St. from Caroline Station to the Conestoga Mall Terminal, and Cambridge's Eagle St. from Hespler Rd. to an Eagle Station (by CP track) could be built.

ADDENDUM #1 -- Details incl. calculations for LRT corridors

LRT Commuter Corridor (CC)
- Greatly reduces LRT system capital and operating costs both directly & indirectly e.g. enables great reduction in LRT track system capital costs -- more direct end to end route & much less costly per km
- Hallmark: rapid-safe-direct-inclusive-frugal
- World class Portland MAX LRT - 4 corridors
  - attracts very high ridership indicating need
- Northfield- Ainslie 31 km historic rail route
- Low capital & oper costs, high effectiveness
- Less travel time attracts more commuters
- Peak: all LRT vehicles on CC, freq 8 min
- Peak: cross-connecting overlap exprs buses
- Peak: intensification corr express buses
- CN/CP track-use deal w. CN oper'n at night
- transfer yard s. of Grand R on MTO land
- Tracks: 2 & 1 (w. passing track) -- fut. only 2
- Ottawa O-Train "LRT": 1 track, 8 min freq!
- O-T: Ion est. basis: # veh's & tot cap'tl cst
- O-T: 16km incl ext'n: 15 veh-2 extras=.81v/km
- O-T: 8km ext'n: $76M-$34M veh = $5.25M/km
  - track: rough-upgraded & new about=$
  - incl .38 underpasses per km @$4M/up
- O-T: Ref: Feasibility Study of O-Train Extens'n
- Ion LRT: # of vehicles based on 15 min freq
  - #veh: f8/f15 x .81v/km x 30.8km= 13.3+2extra
- Vehicle's cost: 16v x $6.17M/v = $99M
- Rest of commuter corridor capital costs:
  - 1 track: 20.5 km x $5.25M/km = $107.6M
  - 2 track: 9.3km x $10.5M/km = $98M
  - 2 trk (road): 1km x $33.5M/km = $33.5M
- Total capital cost for 30.8km = $338M

LRT Intensification Corridors (ICs)
- ICs: approved plan's LRT road corridors
  - open Bypass Loops linking to LRT CC
  - KW: Ottawa & Caroline
  - Cam: Jaffray & Lawrence Pk
  - LRT veh can turn back at link or go on CC
- Ion LRT veh now intensifies better because:
  - tracks share curb lane like buses [Portland]
  - stops & stations both active in off-peak
  - no mid-rd zoom-zoom IC noise: relaxes
  - safer speed for people/cars crossing tracks
  - all lanes now available: lessens congestion
  - more vibrant & innovative streetscapes
- Core Innovation Loops -- fewer Ions requ'd
  - Defines & interconnects Innovation Village
  - KW: Benton/Frederick & Willis Way
  - Cam: "Pinebush" Mall & Cambridge Mall
- Better address public & business complaints
  - street design remains mostly same
  - turning on & off streets not disrupted
  - street parking not removed near retail stores
- Peak: flexible express buses use just stations
- Novel bi-directional much safer bicycle lane on:
  - KW's King St & Cambridges Hesper Rd
- Extend 4km: Caroline to King to Conestoga Mall
  - serves WLU & high rises, & intensifies
- Off peak: now many route options serve ridership
Approved LRT plan tot cap cost estimate guide
- $819M 19km Ainslie-Con Mall=$43M/km
- minus 25% for catenary sys = $33.5M/km
- 11.6 km 2-track on-road LRT ICs @ $33.5M/km = $388.6M
- 0.5 km 1-track off-road LRT IC @$5.25M/km = $2.75M
- Total capital cost for 12.1 km = $391.4M
- includes 9 LRT vehicles, 8 min freq & 4.5km in Cambridge

Note: Does not include cost of LRT ICs' express buses because many buses would be made surplus by LRT system.

ADDENDUM #2 -- Unnecessary Frugality

At the Dec 11th Public Input Meeting of the Budget Committee -- for the sake of greater frugality -- I proposed some routing changes in Kitchener and Waterloo.

On further research to determine what would be more advantageous, I now withdraw those suggestions in favour at least of keeping the approved route in KW -- mostly.

An exception would be the ultra-expensive and problematic (re: intensification degradation, emf exposures, ...) section from Hayward Ave. to the Fairview Park Mall. The better route would be to continue along the CP corridor to a station behind Best Buy.
Proposed GRT Fare Increases

Stephen Franchetto, VP University Affairs, Wilfrid Laurier University Students’ Union
Adam Garcia, VP Education, Federation of Students, University of Waterloo
U-Pass History

• In 2012, all four student unions (Laurier & Waterloo, undergraduate & graduate) reached an agreement with Grand River Transit to provide a Universal Bus Pass program.

• The three-year agreement provides some predictability to fare increases: U-Pass fares will increase with the average increase in GRT fares as approved by Regional Council.
U-Pass Numbers

- Total GRT revenues: $46.5 million
- Waterloo undergraduate contribution: $3.2 million (6.8%)
- Laurier undergraduate contribution: $1.1 million (2.3%)
- Total undergraduate contribution: $4.3 million (9.1%)
U-Pass Fee/Term

Cost

Academic Year (Fall-Winter-Spring)
% Change in Fee over Previous Year

Academic Year (Fall-Winter-Spring)
Proposed GRT Fare Increase

• Our concern: continuous fare increases well above CPI continue to make the U-Pass program less affordable for students, and thus less desirable as we enter into upcoming negotiations for a new long-term agreement effective 2015/2016
Proposed GRT Fare Increase

• Our recommendation: limit the average increase in GRT fares, and subsequently the U-Pass program, to inflation as determined by the Ontario Consumer Price Index
Proposed GRT Fare Increase

• Bus fares have increased substantially over the past six years
• Increases are not in line with the ability of students to pay (well above CPI)
• There continue to be concerns about poor customer service, schedule adherence, etc., raising questions about the quality of the transit system
Proposed GRT Fare Increase

• Our recommendation: limit the average increase in GRT fares, and subsequently the U-Pass program, to inflation as determined by the Ontario Consumer Price Index
Proposed GRT Fare Increase

• Should the U-Pass fare increase beyond inflation as determined by the Ontario Consumer Price Index, we will explore a variety of options among our members including referendum on continued participation in the program