Regional Municipality of Waterloo

Consolidated Council Agenda

Wednesday, March 19, 2014

Closed Session 6:30 p.m.

Waterloo County Room

Regular Meeting 7:00 p.m.

Regional Council Chamber

150 Frederick Street, Kitchener, ON

*Denotes Item(s) Not Part of Original Agenda

1. Moment of Silence

2. Roll Call

3. Motion To Go Into Closed Session

That a closed meeting of Council be held on Wednesday, March 19, 2014 at 6:30 p.m. in the Waterloo County Room in accordance with Section 239 of the “Municipal Act, 2001”, for the purposes of considering the following subject matters:

   a) receiving of legal advice subject to solicitor-client privilege related to a legal matter

*   b) receiving of advice subject to solicitor-client privilege related to a purchasing matter

4. Motion to Reconvene Into Open Session

6. **Presentations**

7. **Petitions**

8. **Delegations**

   * a) Nancy Goucher, Program Manager, Environmental Defence, Re: Bill 6, “Great Lakes Protection Act, 2013” (item #10 a)

   b) Stage 1 Light Rail Transit Project (Item #7 on P&W Summary):
      1) Mark Reusser, Waterloo Federation of Agriculture
      2) Kate Daley, Waterloo
      3) John Shortreed, Waterloo
      * 4) Chuck Howitt, Kitchener (not representing TriTAG)
      * 5) Fatima Pereira, Cambridge
      * 6) Craig Beattie, Perimeter Development Corporation

The following delegations have 3 minutes:

   * 7) Robert Milligan, New Dundee
   * 8) Anna Beard, Waterloo
   * 9) Lee Angold, Kitchener
   * 10) John Reick, Waterloo

   c) Doug Craig’s Notice of Motion:

      * 1) Michael Druker, Kitchener
      * 2) Sandra Hill, Cambridge
      * 3) Greg Durocher, Cambridge
      * 4) Lin Stevens, Cambridge
      * 5) Andrew Dodds, Waterloo

9. **Minutes of Previous Meetings**

   a) Closed Council – February 26, 2014
   b) Council – February 26, 2014
   c) Economic Development and Promotion – March 4, 2014
   d) Closed Committee – March 4, 2014
   e) Community Services – March 4, 2014
   f) Administration and Finance – March 4, 2014
   g) Planning and Works – March 4, 2014
10. **Communications**
   
a) **City of Kitchener**, Re: Bill 6, “Great Lakes Protection Act, 2013” (at the request of Councillor Haalboom)  
   
b) **Township of Wellesley**, Re: Wellesley Transfer Station (at the request of Councillor Kelterborn)

*11. **Motion To Go Into Committee Of The Whole To Consider Reports**

12. **Reports**

   **Finance Reports**
   
a) **F-14-030**, Legislative Reform to Address Joint & Several Liability  
   
b) **F-14-031**, T2014-101 Waterloo Landfill South Expansion Area Cell SE-4A Construction, Waterloo, Ontario  
   
c) **F-14-032**, T2014-102 Bridge Street East Reconstruction from Tyson Drive to the Kitchener Woolwich Boundary, City of Kitchener  
   
d) **F-14-033**, T2014-108 University Avenue Improvements – Weber Street to Lincoln Road, City of Waterloo  
   
e) **F-14-034**, T2014-105, Ira Needles Boulevard Widening – Highview Drive to 350M North of University Avenue, Cities of Kitchener and Waterloo  
   
f) **F-14-035**, Q2014-1108 Test Drilling and Logging Services – Shades Mill and Branchton Meadows Well Fields  
   
g) **F-14-036**, T2014-114 Tire Lease – Grand River Transit  
   
h) **F-14-037**, T2014-104 Waterloo Regional Police Headquarters Emergency Response Unit Garage Expansion  
   
i) **F-14-038**, Electronic Fare Management System Purchase Order Increase  
   
j) **F-14-029**, Regional Council and Council Appointee Remuneration and Expenses for the Year Ended December 31, 2013

   **Committee Reports**
   
a) Economic Development & Promotion - attached & marked **EDS-140304**  
   
b) Community Services - attached & marked **SS-140304**  
   
c) Administration & Finance - attached & marked **FS-140304**  
   
d) Planning & Works - attached & marked **PS-140304**
* Closed Planning & Works - attached & marked CPS-140304

Chief Administrative Officer

Regional Chair

Regional Clerk

a) CR-CLK-LIC-14-001, Appointment of Area Weed Inspectors

13. Other Matters Under Committee Of The Whole

a) Memo, Ontario Works Caseload: February 2014

* b) Memo, Notice of Motion – 2014 Tax Rate By-law

14. Motion For Committee Of The Whole To Rise And Council Resume

15. Motion To Adopt Proceedings Of Committee Of The Whole

16. Motions

17. Notice of Motion

* a) I, Doug Craig, hereby give notice that I intend to introduce the following motion at the March 19, 2014 meeting of Regional Council:

That the By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2014 listed on the Council agenda, dated March 19, 2014, be amended to eliminate the City of Cambridge from funding the LRT System from Conestoga Mall to Fairview Park Mall and to eliminate the City of Kitchener and the City of Waterloo from funding the aBRT system from Fairview Park Mall to the Ainslie Street Terminal and that the following specific changes be made:

a) That Schedule “C” of the By-law entitled, 2014 Transit Tax Rates and Levies, be amended to reduce the total amount of transit levy owed by the City of Cambridge from $18,873,171 to $17,529,792 and increase the total amount of transit levy owed by the City of Kitchener from $30,266,764 to $31,095,135 and the City of Waterloo from $18,817,160 to $19,332,168 and,

b) That Schedule “C” entitled, 2014 Transit Tax Rates and Levies and “E” entitled 2014 Tax Rate and Levies – Payment Schedule be further amended taking into consideration the changed transit levy amounts.
18. Unfinished Business

19. Other Business

20. Questions

21. Enactment Of By-laws – First, Second & Third Readings

   a) A By-law to Establish Tax Ratios For Regional Purposes and Area Municipal Purposes for the Year 2014

   b) A By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2014

   c) A By-law to Amend By-law Number 1-90, Being a By-law to Prohibit, Regulate and Control the Discharge of Waters and Wastes into Bodies of Water within the Regional Area or into the Regional Sanitary Trunk Sewers, Trunk Sewer System, or Sewage Treatment Works and all Tributary Sewer Systems and to Regulate and Control Extensions, Alterations or Enlargement to the Sewer System of any Area Municipality

   d) A By-law to Regulate the Supply and Distribution of Water Within the Townships of North Dumfries and Wellesley

   e) A By-law to Amend By-law 14-002, A By-law to Establish Fees and Charges for the Regional Municipality of Waterloo (Water Distribution, Townships of North Dumfries and Wellesley; Tuberculosis Skin Tests)

   f) A By-law to Amend By-law 58-87, As Amended, Being a By-law to Designate and Regulate Controlled Access Roads (Regional Road 50, Northfield Drive, City of Waterloo)

   g) A By-law to Confirm the Actions of Council – March 19, 2014

22. Adjourn
I wonder if council fully understood what they were voting for on March 4, 2014? Clarity is important since the vote today will commit 9 future councils to at least a 20% tax increase.

John Shortreed, 1303-191 King St. S. Waterloo, 519 885-4027, March 13, 2014

I have carefully read the March staff report and comments quoted in the press and conclude that there is a whole lot of confusion, and many inexcusable information gaps. Let me, in the next 5 minutes, highlight some of the issues, starting with two billion dollar items.

**Item 1 – Savings on road costs** - misunderstanding by council member(s) and public of at least 1 billion in expected benefits.

“Without the Ion, we would need to build some 500 new lane kilometres of roads in the next 20 years,” Kitchener Mayor Carl Zehr said. “The cost of that is $1.4 billion.” Record 5 Mar 2014

“So far the savings is clearly 1.4 billion, But the staff report goes on a few lines later to say – “Building a rapid transit system and increasing transit ridership will reduce the amount of road construction required by approximately 40% and reduce road expansion costs by $400 to $500 million.” – and if you go back to the original Moving Forward report the % over 20 years is only 26% not 40%.

So the popular misconception is at least 1 billion in benefits that are not there Moreover these road benefits are based on increasing transit, bike, and walking by 200% or 3 times existing, so they are problematic especially when transit usage in similar sized cities such as Hamilton and London is considered.

A second issue is that the contract is for limited LRT service, at half the level used to estimate the road savings, so to realize these road savings an additional expenditure of 100 million capital and 21 million per year operating cost would be required to provide for the projected transit ridership. To explain, the full plan calls for about 3,000 people per hour capacity, the contract allows for about 1,500 people capacity and to realize the full road savings some additional 14 streetcars would have to be purchased and operated (using costs in table 5 of March 4 report).
Finally, the road savings do not take into account the additional road expenditures required due to the LRT, such as the 54 million for Weber St. which the region says is needed to accommodate the 1/3 of the King St. traffic diverted to Weber, because of the reduction in King Street traffic lanes.

**Item 2 – what about other costs of the Transit Plan – the expanded bus service?**

When the costs of cross town bus routes, etc. are added - the transit initiative is no longer on budget.

The March 4th staff report estimates for 2018 an annual cost of 44.78 million to operate and maintain the 14 LRT vehicles, or about 13% tax increase, which looks like it is on budget. But there are a few other annual costs and adjustments:

A. The March 4 staff report estimates 9 million in additional revenues, but this would represent, at current recovery values about 23,000 additional transit trips per day on the LRT, but staff estimates quoted in the paper are only about 5,000 additional LRT riders per day – **adjustment** - **minus 2 million per year in costs**

B. The bus system needs to be expanded to support the LRT and in the Moving Forward report these are estimated as additional costs for the existing bus system of (Tables 5-11 and 5-12 for alternative C, capital and operating) as 1.776 billion over 20 years or 88.8 million per year. These additional costs must be offset by revenues, using present recovery rates of about 1/3 – **adjustment** + **58 million per year in costs** (note experience with i202 so far falls well below the 1/3 revenue recovery)

C. The LRT streetcars can be accessed by any one of their 12 doors and so an honour fare system is needed – These are expensive to develop but may have some operating savings, **assume extra cost of about 2 million per year**

D. The delays on King Street (demand to capacity well in excess of 1.0 as per recent studies and Appendix J of Environmental Project Report) and delays at other intersections used by the LRT will need more existing buses to provide the same level of service. At the same time the LRT will free up some bus miles – **Adjustment** – **say a balance – 0 impact**

E. If the estimated transit ridership (plus about 200%) were to be realized then additional 14 streetcars at a capital cost of 100 million and maintenance and operating costs of 21 million per year would be required. Benchmarking suggests that the original 14 streetcars will be sufficient for the next 30 years so this cost need not be considered, **but note that the expected benefits of the LRT would have to be cut roughly in half.**

Overall, a conservative adjustment is about + 58 million per year or about an additional 15% (in round terms) increase in regional taxes, on top of the 13% for the LRT contract for a total of 28%. However, while the LRT service cannot
be cut back it is expected that the supporting bus services will be reduced from those in the plan, in order to keep taxes lower.

**Item 3 – Just what is being purchased in the contract?**

The March 4th staff report is silent on what is being purchased and other important details – for example:

A. What frequency of service is to be provided? 20, 15, 10, or 7.5 minutes? It appears that with 14 streetcars and the budget - a frequency of 8 streetcars per hour at a cost of about $300 per hour, per streetcar, is likely implied?

B. What is the penalty if the delivery date is say 2020? (For a similar Ottawa LRT contract you can go on line and see that for a 2.3 billion dollar contract the penalty for delays is 1 million!, really not much of an incentive to finish on time. Also why is the Waterloo contract not available for reading by public?

C. What is the procedure for negotiating changes to the contract? – for example if the Region wants to adjust signal timings at the 30+ intersections involving streetcars, but the contractor says that would involve extra costs – how is this resolved? Or a strike on the contract part of the system as in York Region over 2-3 months – this is an important issue to understand. Also, if the LRT ridership continues to grow mainly near the UoW, a change in operations to a short turn scenario with the construction of two cross-over tracks would be needed.

D. What are the conditions specified if say 20 years into the 34 year contract, at contract renewal time, the contractor decides to terminate the relationship?

E. Where is the “risk transfer” fee, for the $267 million risk that is transferred from the Region to the contractor? – I suspect that the “Value for Money Report” that estimated this risk transfer is not very realistic. In every other case, such as the transfer of funding to the contractor to reduce risk, a transfer fee of about 40 million is implied by the contract (6.2% versus 3.9% interest).

F. When the LRT breaks down due to an accident or equipment failure, who pays for the buses to provide emergency service (notice it happens all the time in Toronto)

G. What assurances are given that the expected impacts on development will be realized, noting that in Ottawa it is documented that some 2.8 billion in development could be attributed to the Bus Rapid Transit system. As noted in items 1 and 2, there is an incompatibility between the Transportation Plan targets and associated benefits and the actual level of LRT service provided by the contract, which is only ½ of the capacity envisaged in the plan.

H. What were the NPV of the three bids and where the NPV positive or negative? Expect they were just minimum cost estimates with no real estimate of benefits unlike the original benefit cost studies. This is a “one time in 9 council terms of office” opportunity to evaluate the estimated benefits of dramatically increasing transit service.
Summary – Given the misunderstandings exhibited by council members’ quotes and the major uncertainties and missing information in the March 4 report, in my view, it is not possible to make an informed decision without benefit of a much more comprehensive analysis of the proposed contract.
February 14, 2014

Premier Kathleen Wynne
Legislative Building – Room 281
Queen’s Park
Toronto ON M7A 1A1

Dear Premier Wynne:

This is to advise that City Council, at a meeting held on February 10, 2014, passed the following resolution:

“WHEREAS there is an urgent and pressing need for a new, strong and effective law to protect and restore the Great Lakes and St. Lawrence River basin; and,

WHEREAS 3 of Ontario’s 4 Great Lakes are in decline and provide more than 80% of the Province’s drinking water; and,

WHEREAS over 95% of Ontario’s agricultural land is in the Great Lakes basin and the health of the lakes contributes $4.4 trillion to the economy in both Canada and the United States;

THEREFORE BE IT RESOLVED that the Ontario Legislature be requested to enact Bill 6, Great Lakes Protection Act, 2013 to protect and restore the health of the Great Lakes-St. Lawrence River basin; and,

BE IT FINALLY RESOLVED that a copy of this resolution be forwarded to the Premier of Ontario, the Ontario Minister of the Environment, Opposition Critics for the Environment, the Association of Municipalities of Ontario and local area municipalities.”

Yours truly,

C. Goodeve
Manager, Council / Committee Services
& Deputy City Clerk
c: Hon. J. Bradley, Minister of the Environment
   M. Harris, MPP – Environment Critic (PC)
   J. Schein, MPP – Environment Critic (NDP)
   R. Powers, President, Association of Municipalities of Ontario
   Area Municipalities
March 4, 2014

Regional Municipality of Waterloo
150 Frederick St., 2nd Floor
Kitchener, Ontario
N2G 4J3
Attention: Kris Fletcher, Clerk

Regarding: Township of Wellesley Resolution # 39, March 3, 2014
– Wellesley Transfer Station

Dear Kris,

Please be advised that the following resolution was passed at the regular Council Meeting of the Wellesley Township Municipal Council held on March 3, 2014.

“That the Council of the Township of Wellesley prepare a list of concerns on behalf of the Council and the residents of the Township of Wellesley and forward this information to the Regional Council; and further, That Regional Council be requested to defer consideration regarding the closure of the Wellesley Township transfer station until June 30, 2014 at which time a report will be forthcoming; and further, To work with Region staff and the Township of Wellesley staff to explore options that are still available to minimize costs.” Carried

If you require additional information or clarification, please feel free to contact me at (519) 699-3946 at your earliest convenience.

Yours truly,

Grace Kosch, Clerk
Township of Wellesley
P: 519.699.3946 F: 519.699.4540
gkosch@wellesley.ca

cc: Jon Arsenault, Director Waste Management Region of Waterloo
Ken Seiling, Regional Chair, Region of Waterloo
Mayor Ross Kelterborn
Councillor Paul Hergott, Road & Bridge; Property & Fire Committee Chair
Will McLaughlin, CAO, Township of Wellesley
Kevin Beggs, General Manager of Community Services, Township of Wellesley
Region of Waterloo  
Finance Department  
Administration Division  

To: Regional Chair Ken Seiling and Members of Regional Council  
Date: March 19, 2014  
File Code: F28-30  
Subject: Legislative Reform to Address Joint & Several Liability  

Recommendation:  
That the Regional Chair send a letter in the form attached as Appendix “C” to Report F-14-030 to the Premier of Ontario, the Provincial Attorney General and the Minister of Municipal Affairs and Housing supporting the Association of Municipalities of Ontario’s recommendation to adopt a “Combined model” of Legislative Reform to address the issue of the inequitable effects of Joint and Several Liability on municipal insurance claims.  

Summary: Nil  

Report:  
Joint and Several Liability  

The joint and several provisions of the *Negligence Act*, indicate, “Where damages have been caused or contributed to by the fault or neglect of two or more persons,…and, where two or more persons are found at fault or negligent, they are jointly and severally liable to the person suffering the loss or damage…”  

Also known as the 1% rule, the joint and several provisions may oblige a defendant, which is only 1% at fault, to pay the plaintiff’s entire judgment. For example, if a person is catastrophically injured in a motor vehicle accident which is 90% the fault of the driver of the vehicle and 10% the fault of the municipality for failing to maintain the road, both the driver and the municipality are jointly liable for 100% of the plaintiff’s damages. Accordingly, in the foregoing example, if those damages are assessed at $6 million, and the driver has only $1 million of insurance, then the plaintiff can recover $5 million from the municipality, notwithstanding that it was only 10% at fault. Although the municipality should only have paid $600,000 and has the right to recover the $4.4 million overpayment from the driver, the judgment is worthless if the driver has no assets other than the $1 million insurance policy.
The main benefit is for plaintiffs and provides them with the best opportunity to be fully compensated. Without it, plaintiffs, often innocent victims, might be limited in their ability to recover damages. However, the main problem is fairness for defendants. It is unfair for a defendant whose degree of fault is minor, when compared to that of other defendants, to have to fully compensate a plaintiff should the other defendants be impecunious.

The effect of joint and several liability is that it can put pressure on municipalities to avoid protracted expensive litigation by settling for amounts that may be excessive, or certainly represent a greater percentage than their degree of fault.

The Region of Waterloo and its local municipalities are most often exposed to the effects of joint and several liability arising from motor vehicle accidents alleging road design problems and/or improper winter maintenance, claims alleging negligent building inspection and claims alleging an improper response by Police, Fire and EMS services. Essentially the Waterloo Region Municipal Insurance Pool is exposed in any litigation where it is a co-defendant and the main target defendant either has no or insufficient insurance coverage or assets to respond to pay the plaintiff’s claim.

**Potential Legislation Reform to Joint and Several Liability Law**

Regional Council most recently dealt with the issue of Joint and Several Liability through consideration of Report F-14-018 dated February 11, 2014. Subsequently, a letter from Chair Seiling was sent to The Honourable John Gerretsen. A copy of this letter is attached as Appendix “A” to this report.

The Association of Municipalities of Ontario (AMO) has sent correspondence to all municipalities dated March 4, 2014 (see Appendix “B” to this report). AMO is asking municipalities to send additional correspondence to the Premier.

AMO supports the adoption of the “Combined model” as set out in its correspondence. This places some reasonable limits on the damages that may be recovered from a municipality under limited circumstances. The “Combined Model” is described in the AMO correspondence attached as Appendix “B” to this report. In summary, the “Combined Model” limits the liability of a co-defendant for a shortfall due to another defendant being impecunious to no more than an amount equal to two times its proportion of damages.

Staff fully supports AMO’s request for support of the “Combined Model” approach as Joint and Several Liability has a profound effect on municipal claim settlements and, in the opinion of staff, the “Combined Model” approach is a reasonable compromise that balances the interests of both plaintiffs and municipalities. The form of letter in support of AMO’s request is attached as Appendix “C” to this report.

The Ministry of the Attorney General is seeking comments by April 16, 2014.
Corporate Strategic Plan:

One of the goals of the Corporate Strategic Plan is to ensure Regional programs and services are efficient and effective and demonstrate accountability to the public under Strategic Focus Area 5 Service Excellence.

Financial Implications:

Joint and Several Liability has a profound effect on municipal claim settlements. Staff recommends that the Region support the request from AMO.

Other Department Consultations/Concurrence: Nil

Attachments:

Appendix A – Letter from Chair Seiling to the Honourable John Gerretsen dated February 14, 2014

Appendix B – AMO Correspondence dated March 4, 2014

Appendix C – Sample letter to the Premier, the Attorney General and the Minister of Municipal Affairs & Housing

Prepared By: Craig Smith, Risk Manager

Approved By: Craig Dyer, Chief Financial Officer
Regional Municipality of Waterloo

OFFICE OF THE REGIONAL CHAIR
Ken Seiling

150 Frederick Street
Kitchener ON N2G 4J3 Canada
Telephone: 519-575-4585
TTY: 519-575-4808
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kseiling@regionofwaterlo.ca
www.regionofwaterloo.ca

February 14, 2014

The Hon. John Gerretsen
Attorney General
McMurtry-Scott Building
720 Bay Street, 11th Floor
Toronto ON M7A 2S9

Dear Attorney General,

The Region of Waterloo supports the government’s consideration and implementation of measures which would limit the negative effects of joint and several liability on municipalities.

The Region of Waterloo and the Area Municipalities are most often exposed to the effects of joint and several liability arising from motor vehicle accidents alleging road design problems and/or improper winter maintenance, claims alleging negligent building inspection and claims alleging an improper response by Police, Fire and EMS services. Essentially the Region and the Area Municipalities are exposed in any litigation where they are a co-defendant(s) and the main target defendant either has no or insufficient insurance coverage or assets to respond to pay the plaintiff's claim.

The provisions of the Negligence Act are dated. Additionally, the legislation was never intended to place the burden of insurer of last resort on municipalities. Municipalities should not be expected to carry the lion's share of a damage award when at minimal fault or to assume financial responsibility for someone else’s mistake. Other jurisdictions have made changes to address this problem – Ontario should do the same.

If this unfair situation is permitted to continue, it will lead to reductions in public services in order to limit liability exposure and insurance costs will continue to increase.

Accordingly, Regional Council supports the adoption of both models under consideration as a significant incremental step to addressing this serious municipal problem.

Sincerely,

Ken Seiling
Regional Chair

cc: The Hon. Kathleen Wynne, Premier of Ontario
    The Hon. Linda Jeffrey, Minister of Municipal Affairs and Housing
Appendix B

To: Craig Dyer
Subject: RE: AMO Breaking News - Joint and Several Liability

From: AMO Communications [mailto:communicate@amo.on.ca]
Sent: March 4, 2014 6:06 PM
To: Craig Dyer
Subject: AMO Breaking News - Joint and Several Liability

TO THE IMMEDIATE ATTENTION OF THE CLERK AND COUNCIL

March 4, 2014

Legislature Supports Motion on Municipal Liability Reform – More Municipal Action Needed

On February 27, 2014, MPPs from all parties supported a motion calling on the government to reform joint and several liability. Passage of this resolution marks a significant milestone in the municipal campaign for reform. Now that the issue has captured the attention of the Legislature, it is time for your municipality to consider the endorsement of a more detailed legislative solution.

Nearly 200 municipalities supported the motion introduced by Randy Pettapiece, MPP for Perth-Wellington which called on the government to implement a comprehensive, long-term solution no later than June 2014. Many more also wrote to the Attorney General, the Honourable John Gerretsen in response to AMO’s February 7, 2014 call for support.

Currently, the Ministry of the Attorney General is consulting municipalities and the legal community on a comprehensive long-term solution. The Ministry describes three options below:

The Saskatchewan model: This modification to joint and several liability was adopted in Saskatchewan in 2004. Under the Saskatchewan model, where there is a shortfall due to one defendant being insolvent and the plaintiff’s own negligence contributed to the harm, the shortfall is to be divided among the remaining defendants and the plaintiff in proportion to their fault. This model would apply to all types of defendants in all types of negligence claims.

The Multiplier model: In road authority cases (auto accident cases in which a municipality is sued for breach of duty to maintain a public road), where there is a shortfall due to one defendant being insolvent, the municipality would never be liable for more than two times its proportion of damages, even if this means that a plaintiff does not fully recover. Because this rule has the potential to result in a seriously injured plaintiff being unable to fully recover, the proposal would be limited to municipalities and to the specific subset of cases that municipalities tell us impose the most significant and unfair burden – road authority cases.

The Combined model: The Saskatchewan model and the Multiplier model could be combined. In a case in which both models would apply – a road authority case involving contributory negligence on the part of the plaintiff – the Saskatchewan model would be applied first. The Multiplier model would be applied if needed to ensure that the municipality would not be liable for more than two times its proportion of damages.
AMO supports the adoption of the "Combined model" listed above. This places some reasonable limits on the damages that may be recovered from a municipality under limited circumstances. It is a significant incremental step to address a pressing municipal issue.

The Ministry of the Attorney General is seeking your comments by April 16, 2014. We urge all municipalities to express their support for this combined model. This includes municipalities which supported either the Pettapiece motion or AMO’s form letter of February 7, 2014.

Below is a draft letter for municipalities to submit to the provincial government by April 16, 2014. Please add your community’s voice of support to this solution.
Appendix C

The Honourable Kathleen Wynne  
Premier of Ontario  
Legislative Building - Room 281  
Queen’s Park  
Toronto ON M7A 1A1

The Honourable John Gerretsen  
Attorney General  
McMurtry-Scott Building  
720 Bay Street – 11th Floor  
Toronto ON M7A 2S9

The Honourable Linda Jeffrey  
Minister of Municipal Affairs and Housing  
777 Bay Street - 17th Floor  
Toronto ON M5G 2E5

Dear Premier, Attorney General, MMAH Minister:

[I or we] support the government’s consideration and adoption of measures which limit the impact of joint and several liability on municipalities. Specifically, we understand three options are under consideration – the Saskatchewan Model, the Multiplier Model, or a third model which combines both.

I write to you in support of this third Combined Model as described by AMO’s March 4, 2014 policy update. We support AMO’s advice to the government that such changes would represent a significant incremental step to address a pressing municipal issue. This places some reasonable limits on the damages that may be recovered from a municipality under limited circumstances.

The provisions of the Negligence Act have not been updated for decades and the legislation was never intended to place the burden of insurer of last resort on municipalities. It is entirely unfair to ask municipalities to carry the lion’s share of a damage award when at minimal fault or to assume responsibility for someone else’s mistake.

For this reason, [I or we] support the adoption of the Combined Model under consideration. We strongly encourage the government to immediately proceed with legislation which gives effect to this model.

Sincerely,

Name

cc: AMO

AMO Contact: Matthew Wilson, Senior Advisor, 416-971-9856 Ext. 323 or mwilson@amo.on.ca.
Region of Waterloo  
Finance Department  
Procurement and Supply Services Division

To: Regional Chair Ken Seiling and Members of Regional Council  
Date: March 19, 2014  
File Code: F18-30  
Subject: T2014-101 Waterloo Landfill South Expansion Area Cell SE-4A Construction, Waterloo, Ontario

Recommendation:
That the Regional Municipality of Waterloo accept the tender of Kieswetter Excavating Inc. for the Waterloo Landfill South Expansion Area Cell SE-4A Construction in the City of Waterloo in the amount of $3,488,377.80 including all applicable taxes.

Summary: Nil

Report:
Tenders were called for the construction of cell SE-4A and the associated leachate collection system at the Waterloo Landfill Site and were advertised in the Record, the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. Tenders were opened in the presence of P. Bauer, N. Corbett and M. Palmer-Novakovic.

The following tenders were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kieswetter Excavating Inc.</td>
<td>Heidelberg, ON</td>
<td>$3,488,377.80</td>
</tr>
<tr>
<td>Moorefield Excavating Ltd.</td>
<td>Harriston, ON</td>
<td>$3,652,437.98</td>
</tr>
<tr>
<td>Quantum Murray LP</td>
<td>Toronto, ON</td>
<td>$3,680,988.56</td>
</tr>
<tr>
<td>E. &amp; E. Seegmiller Limited</td>
<td>Kitchener, ON</td>
<td>$3,910,577.44</td>
</tr>
<tr>
<td>Tervita Corporation</td>
<td>Burlington, ON</td>
<td>$4,024,412.51</td>
</tr>
<tr>
<td>Gedco Excavating Ltd.</td>
<td>Brantford, ON</td>
<td>$4,426,334.38</td>
</tr>
</tbody>
</table>
The work under this contract includes the following:

- excavation of cell SE-4A, hauling and stockpiling of excavated soils, placement and compaction of liner-quality material over the entire SE-4A base and the west sidewall of cell SE-4A;
- excavation of waste to allow connection into existing cells SE-2 and SE-3, and implementation of odour control systems during waste excavation;
- supply and placement of a continuous 38-50 mm clear stone drainage layer over the cell SE-4A base liner, including supply and placement of geotextiles and leachate collection piping;
- supply and installation of a temporary leachate pumping system; and,
- construction of access roads , tarping area, fencing and surface drainage works.

Construction is scheduled to commence in March 2014 with completion expected by November 30, 2014.

**Corporate Strategic Plan:**

Award of this contract is in accordance with the Region’s public tendering practices and meets the Corporate Strategic Plan objective to develop, optimize and maintain infrastructure to meet current and projected needs under strategic Focus Area 2 Growth Management and Prosperity as well as to ensure all Regional programs and services continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-101</td>
<td>$3,488,378</td>
</tr>
<tr>
<td>Contract Administration</td>
<td>311,880</td>
</tr>
<tr>
<td>Geotechnical Testing/Quality Control</td>
<td>173,566</td>
</tr>
<tr>
<td>Region Engineering</td>
<td>80,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$4,053,824</strong></td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of paid HST (11.24%)</td>
<td>(395,272)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,658,552</strong></td>
</tr>
</tbody>
</table>

The approved 2014 Waste Management Ten Year Capital Program (project 01154) includes $4,088,000 for new landfill cell development, including the SE-4A construction.
to be financed by debentures. The SE-4A construction cost is within the approved budget. The remaining funds are allocated for other cell development work at the Waterloo landfill in 2014 including site preparation, surface water improvements, design work and external approvals for future cells.

The final date of acceptance for this tender is April 5, 2014.

**Other Department Consultations/Concurrence:** Nil

**Attachments:** Nil

**Prepared By:** Lisa Buitenhuis, Acting Director, Procurement and Supply Services

**Approved By:** Craig Dyer, Chief Financial Officer
To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014
File Code: F18-30
Subject: T2014-102 Bridge Street East Reconstruction from Tyson Drive to the Kitchener Woolwich Boundary, City of Kitchener

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Site Works Construction Ltd. for the Bridge Street East Reconstruction from Tyson Drive to the Kitchener Woolwich Boundary, City of Kitchener in the amount of $3,626,385.27 including all applicable taxes.

And further that the Regional Municipality of Waterloo approve an increase in project costs of $745,756.72 including all applicable taxes gross and $0 net to facilitate the replacement of the City of Kitchener’s water main and improvements to the storm sewer system on Bridge Street on behalf of the City of Kitchener.

Summary: Nil

Report:

Tenders were called for the reconstruction of Bridge Street East from Tyson Drive to the Kitchener Woolwich Boundary in the City of Kitchener and were advertised in the Record, the Daily Commercial News, on the Ontario Public Buyers Association website and on the Region’s website. Tenders were opened in the presence of M. Palmer-Novakovic, D. Weiler and D. Brown.

The following tenders were received:

- Site Works Construction Ltd. Cambridge, ON $3,626,385.27
- Steed and Evans Limited St. Jacobs, ON $3,678,150.00
- Moorefield Excavating Ltd. Harriston, ON $3,914,215.25
- Network Sewer and Watermain Ltd. Cambridge, ON $3,961,085.92
The work under this contract includes the following:

The reconstruction of Bridge Street East from Tyson Drive to the Kitchener/Woolwich Boundary, including complete reconstruction of Bridge Street to base course asphalt level, improvements to the storm sewer system, replacement of the City of Kitchener’s water main and the construction of on-road cycling lanes, curb and gutter and sidewalks on each side of Bridge Street within the project limits.

Construction is scheduled to commence on or about April 28, 2014 with completion expected by October 31, 2014.

The reconstruction of the Bridge Street from Tyson Drive to the Kitchener/Woolwich Boundary will be completed in stages in order to facilitate access to area residences and businesses. During construction, lane restrictions will be in effect as follows:

- From Bloomingdale Road to the Kitchener/Woolwich Boundary, one (1) through lane of traffic in the eastbound direction will be maintained at all times during construction. Westbound traffic will be detoured via Ebycrest Road and Bloomingdale Road.

- From the Bridgeport Bridge to Bloomingdale Road, one (1) lane of traffic in each direction will be maintained at most times during construction; however, traffic may be periodically reduced to one lane during non-peak traffic periods with 2-way traffic maintained by flagging operations.

Local and Emergency Services traffic, Grand River Transit service and Student Transportation Services of Waterloo Region will be maintained at all times during construction. Access to businesses, residences and intersecting local streets along Bridge Street will be maintained to the greatest extent possible; however, short-term disruptions may occur when construction activities are being completed directly adjacent to an entrance or local street. Arrangements will be made to permit parking on local side streets during short-term periods when driveway access on Bridge Street is interrupted. Pedestrian traffic will be maintained on Bridge Street during construction at all times. Cycling traffic will be directed to use local roadways rather than Bridge Street from Bloomingdale Road to the Kitchener/Woolwich Boundary during construction.
**Corporate Strategic Plan:**

Award of this contract is in accordance with the Region’s public tendering practices and meets the Corporate Strategic Plan objective to develop, optimize and maintain infrastructure to meet current and projected needs under strategic Focus Area 2 Growth Management and Prosperity as well as to ensure all Regional programs and services continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

**Financial Implications:**

Contract T2014-102 costs, including applicable HST, will be shared as follows:

- **Region of Waterloo Transportation Division** $2,883,628
- **City of Kitchener** 742,757
- **Total** $3,626,385

**Region of Waterloo Transportation Division Costs**

- **T2014-102** $2,883,628
- **Engineering – Regional** 218,435
- **Utility Relocations** 197,000
- **Materials Inspection and Testing during Construction** 27,940
- **Detours, Signing and Line Painting** 9,099
- **Advertising and Printing** 1,896
- **Sub-total** $3,337,998

Less: Municipal Rebate of 86.46% of HST (11.24%) (309,201)

**Total** $3,028,797

The Region of Waterloo’s approved 2014 Transportation Capital Program includes funding of $3,420,000 (Project #5183) in 2014 for this Regional Road reconstruction project to be funded from the Roads Rehabilitation Reserve Fund. Based on the low tender result, the cost of this work is $391,203 (approximately 11%) under the project budget.

**City of Kitchener Costs**

- **T2014-102** $742,757
- **Engineering - Regional** 92,184
- **Materials Inspection and Testing during Construction** 16,410
Advertising and Printing  
2,492

Detours, Signing and Line Painting  
2,401

Sub-total  $856,244

Less: Municipal Rebate of 86.46% of HST (11.24%)  
(75,512)

Total  $780,732

The City of Kitchener has sufficient approved funds in their 2014 budget for their portion of the contract work and has asked that we proceed on their behalf.

Other Department Consultations/Concurrence: Nil

Attachments: Nil

Prepared By: Lisa Buitenhuis, Acting Director, Procurement and Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Procurement & Supply Services Division

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014  File Code: F18-30
Subject: T2014-108 University Avenue Improvements – Weber Street to Lincoln Road, City of Waterloo

Recommendation:
That the Regional Municipality of Waterloo accept the tender of E&E Seegmiller Limited for the University Avenue Improvements – Weber Street to Lincoln Road in the City of Waterloo in the amount of $5,015,061.02 including all applicable taxes.

And that the Regional Municipality of Waterloo approve an increase in project costs of $1,166,486.08 to facilitate replacement of the City of Waterloo’s sanitary sewer and the City’s share of the storm water replacement on University Avenue on behalf of the City of Waterloo.

Summary: Nil

Report:
Tenders were called for University Avenue Improvements – Weber Street to Lincoln Road, City of Waterloo and were advertised in the Record, the Daily Commercial News, and the Ontario Public Buyers Association website and on the Region’s website. Tenders were opened in the presence of J. Ellerman, K. Brisbois and J. McCarty.

The following tenders were received:

- E&E Seegmiller Limited  Kitchener, ON  $5,015,061.02
- Kieswetter Excavating Inc.  Heidelberg, ON  $5,453,126.09
- Sierra Construction (Woodstock) Ltd.  Woodstock, ON  $5,722,254.55
- Steed and Evans Limited  St. Jacobs, ON  $5,852,100.50

Report: F-14-033
Brantford Engineering and Construction Limited  Brantford, ON  $6,028,083.31

Moorefield Excavating Ltd.  Harriston, ON  $6,305,140.55

Network Sewer and Watermain Ltd.  Cambridge, ON  $6,479,705.46

Bel-Air Excavating & Grading Ltd.  Cambridge, ON  $6,979,546.70

The work under this contract includes:

The reconstruction of University Avenue from Weber Street to Lincoln Road, including complete reconstruction of University Avenue to base course asphalt level, construction of new designated left-turn lanes on University Avenue at Carter Avenue and on University Avenue at Glenridge Drive, improvements to the storm sewer system, replacement of the City of Waterloo’s sanitary trunk sewer and the construction of on-road cycling lanes on each side of University Avenue within the project limits.

In conjunction with these improvements, this contract includes removal of the existing brick pedestrian crosswalks and the installation of new ‘offset’ ladder style crosswalks at the following two locations: i) The intersection of University Avenue and King Street; and ii) the intersection of University Avenue and Albert Street.

Construction is scheduled to commence on or about April 22, 2014 with completion expected by November 21, 2014.

One lane of through traffic in each direction will be maintained on University Avenue at all times during construction.

The intersection of University Avenue and Weber Street will be fully closed to traffic for one (1) weekend during July or August to complete the connections of the sanitary trunk sewer. This full intersection closure will be scheduled to avoid the period when University students arrive for the start of the new school year during the last week in August. Signed detours will be provided to direct motorists during the closure of this intersection. During the modifications to the intersections of University Avenue and Albert Street and University Avenue and King Street, traffic will be maintained in all directions with paid duty officers. These works will take place during weekends (one weekend for each intersection) during July and August prior to the last week in August before the University students arrive. Advance notification to the public of traffic lane restrictions and full road closures will be provided via letters and advanced notification signs placed at the affected locations.

Local and Emergency Services traffic and Grand River Transit service will be maintained at all times during construction. Access to businesses, residences and intersecting local streets along University Avenue will be maintained to the greatest extent possible; however, short-term disruptions may occur when construction activities
are being completed directly adjacent to an entrance or local street. Pedestrian and cycling traffic will be maintained on University Avenue during construction at all times.

It is noted that the Ministry of Transportation is planning to undertake modifications to the Highway 85/University Avenue interchange during 2014, periodically closing interchange ramps. It is anticipated that traffic restrictions associated with this MTO work will result in a significant reduction in through traffic using University Avenue during 2014.

**Corporate Strategic Plan:**

Award of this contract is in accordance with the Region’s public tendering practices and meets the Corporate Strategic Plan objective to develop, optimize and maintain infrastructure to meet current and projected needs under strategic Focus Area 2 Growth Management and Prosperity as well as to ensure all Regional programs and services continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

**Financial Implications:**

Contract T2014-108 costs will be shared as follows:

Region of Waterloo Transportation Division $3,848,575
City of Waterloo 1,166,486
Total $5,015,061

**Region of Waterloo Transportation Division Costs:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-108</td>
<td>$3,848,575</td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>150,411</td>
</tr>
<tr>
<td>Engineering – Consultant</td>
<td>77,309</td>
</tr>
<tr>
<td>Geotechnical Material Inspection during Construction</td>
<td>19,503</td>
</tr>
<tr>
<td>Detours, Signing and Line Painting</td>
<td>6,600</td>
</tr>
<tr>
<td>Advertising and Printing</td>
<td>483</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$4,102,881</strong></td>
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<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(392,437)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,710,444</strong></td>
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</table>

The Region of Waterloo’s approved 2014 Transportation Capital Program includes
$4,550,000 (Projects #5501, 6283 and 6088) in 2014 for this Regional Road reconstruction project to be funded from the Roads Rehabilitation Reserve Fund. Based on the low tender result, the cost of this work is $839,556 (approximately 18%) under the project budget, which is primarily attributable to very competitive bidding. Additional cost savings were achieved through optimizing the design of the pavement structure and avoiding the need to replace an existing retaining wall adjacent to the right-of-way.

City of Waterloo Costs:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-108</td>
<td>$1,166,486</td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>45,589</td>
</tr>
<tr>
<td>Engineering – Consultant</td>
<td>23,432</td>
</tr>
<tr>
<td>Geotechnical Material Inspection during Construction</td>
<td>5,911</td>
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<tr>
<td>Detours, Signing and Line Painting</td>
<td>2,000</td>
</tr>
<tr>
<td>Advertising and Printing</td>
<td>147</td>
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<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$1,243,565</strong></td>
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<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td><strong>(118,946)</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,124,619</strong></td>
</tr>
</tbody>
</table>

The City of Waterloo has sufficient approved funds in its 2014 budget for its portion of the contract work and has asked that the Region proceed on its behalf.

The final date of acceptance for this tender is April 14, 2014.

**Other Department Consultations/Concurrence:** Nil

**Attachments:** Nil

**Prepared By:** Lisa Buitenhuis, Acting Director, Procurement & Supply Services

**Approved By:** Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Procurement & Supply Services Division

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014
File Code: F18-30
Subject: T2014-105, Ira Needles Boulevard Widening – Highview Drive to 350M North of University Avenue, Cities of Kitchener and Waterloo

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Site Works Construction Ltd. for the Ira Needles Boulevard Widening between Highview Drive and 350M North of University Avenue in the Cities of Kitchener and Waterloo in the amount of $3,862,572.78 including all applicable taxes;

And that the Regional Municipality of Waterloo approve an increase in project costs of $9,375.00 to facilitate the additional work to construct a 1.5M wide paved multi-use trail adjacent to sections of existing concrete sidewalk on the east side of Ira Needles Boulevard;

And further that the Regional Municipality of Waterloo approve an increase in project costs of $101,439.77 gross and $0.00 net to facilitate the portion of work undertaken on behalf of Union Gas Ltd.

Summary: Nil

Report:

Tenders were called for the Ira Needles Boulevard Widening between Highview Drive and 350m North of University Avenue in the Cities of Kitchener and Waterloo and were advertised in the Record, the Daily Commercial News, on the Ontario’s Public Buyers Association website and on the Region’s website. Tenders were opened in the presence of M. Kroker, M. Halloran and J. Markovic.

The following tenders were received:

Site Works Construction Ltd. Cambridge, ON $3,862,572.78
The work of this contract includes:

The widening from 2 to 4 lanes on Ira Needles Boulevard between Highview Drive and 350m North of University Avenue in the Cities of Kitchener and Waterloo. The work under this contract also includes the removal of the existing curb and gutter, widening to the outside of the existing lanes, storm sewer extensions, catch basin relocation, completion of sidewalk/multi-use trail infill and street lighting throughout the corridor. Part of the contract also includes the widening of the bridge deck over the Goderich Exeter Railway (GEXR) and sidewalk repairs undertaken on behalf of Union Gas Ltd.

This project is proposed to be constructed in four stages and is scheduled to start in mid April with completion expected in late August 2014.

Two way traffic (one lane in each direction) will be maintained at all times on Ira Needles Boulevard except that full closure (weekend evenings) will be permitted for work at the roundabouts at Victoria Street, Highland Road and Highview Drive and during placement of the surface asphalt layer and permanent line painting only (weekend night work 8 pm to 7 am).

Corporate Strategic Plan:

Award of this contract is in accordance with the Region’s public tendering practices and meets the Corporate Strategic Plan objective to ensure all Regional programs and services are efficient, effective and accountable to the public under strategic Focus Area 5 Service Excellence. In addition, implementation of this contract also achieves the objective to optimize the use of existing infrastructure and ensure it is adequately maintained.

Financial Implications:

Contract T2014-105 costs will be shared as follows:

| Region of Waterloo Transportation Division | $3,771,043 |
| Union Gas Ltd. | 91,530 |

E & E Seegmiller Limited  
Kitchener, ON  
$3,976,389.09

Steed and Evans Limited  
St. Jacobs, ON  
$4,067,179.85

Sousa Concrete  
Branchton, ON  
$4,206,352.50

Capital Paving Inc.  
Puslinch, ON  
$4,431,530.14

Network Sewer and Watermain Ltd.  
Cambridge, ON  
$4,438,687.73

Coco Paving Inc.  
Petersburg, ON  
$4,542,932.19

A1 Asphalt Maintenance  
Dundas, ON  
$4,611,281.54
Region of Waterloo Transportation Division Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-105</td>
<td>$3,771,043</td>
</tr>
<tr>
<td>Street Lighting Materials Supply – Kitchener Wilmot Hydro</td>
<td>224,644</td>
</tr>
<tr>
<td>Engineering – Consultant</td>
<td>191,228</td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>60,000</td>
</tr>
<tr>
<td>Geotechnical Material Inspection during Construction</td>
<td>50,850</td>
</tr>
<tr>
<td>Detours, Signing and Line Painting</td>
<td>40,000</td>
</tr>
<tr>
<td>Railway Engineering, Permits and Inspections</td>
<td>30,000</td>
</tr>
<tr>
<td>Utility Relocations – Kitchener Wilmot Hydro</td>
<td>28,250</td>
</tr>
<tr>
<td>Advertising and Printing</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td><strong>$4,398,015</strong></td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(424,329)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,973,686</strong></td>
</tr>
</tbody>
</table>

The Region of Waterloo’s approved 2014 Ten Year Transportation Capital Program includes a total budget of $4,075,000 (Project #7282) in 2014 for the Widening of Ira Needles Boulevard project to be funded from the Development Charges Reserve Fund. Based on the low tender result, the actual cost of this work is $101,314 (approximately 2.5%) below budget.

Union Gas Ltd. Costs – Sidewalk Replacement

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-105</td>
<td>$ 91,530</td>
</tr>
<tr>
<td>Engineering – Consultant</td>
<td>6,780</td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>2,000</td>
</tr>
<tr>
<td>Geotechnical Material Inspection during Construction</td>
<td>1,130</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$101,440</strong></td>
</tr>
</tbody>
</table>

Staff from Union Gas Ltd. has advised they have sufficient funding for these works and have asked the Region to proceed on Union Gas’s behalf.

The final date of acceptance for this tender is April 26, 2014.
Other Department Consultations/Concurrence: Nil

Attachments: Nil

Prepared By: Lisa Buitenhuis, Acting Director, Procurement & Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Region of Waterloo  
Finance Department  
Procurement and Supply Services Division

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014  
File Code: F18-20
Subject: Q2014-1108 Test Drilling and Logging Services - Shades Mill and Branchton Meadows Well Fields

Recommendation:
That the Regional Municipality of Waterloo accept the quote of Aardvark Drilling Inc. for Test Drilling and Logging Services - Shades Mill and Branchton Meadows Well Fields in the amount of $124,572.89 including all applicable taxes.

Summary: Nil

Report:
Quotes were requested for Test Drilling and Logging Services - Shades Mill and Branchton Meadows Well Fields from eight pre-qualified vendors. There had been a pre-qualification for this project (PQ2013-14) and only bidders from the pre-qualification list were accepted. Bids were opened in the presence of M. Palmer-Novakovic, R. Wootton and R. Vaillancourt.

The following bids were received:

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aardvark Drilling Inc.</td>
<td>Guelph, ON</td>
<td>$124,572.89</td>
</tr>
<tr>
<td>Altech Drilling and Investigative Services</td>
<td>Elmira, ON</td>
<td>$134,340.80</td>
</tr>
</tbody>
</table>

Under the Purchasing By-law, Part IV – Acquisitions, “only Council shall have the authority to accept a tender if two (2) or less compliant tenders are submitted in a response to a call for tenders.” The limited number of respondents is due to the timing of the work and availability of the vendors.

The work under this contract includes the following:

- Drilling and construction of multi-level monitoring wells nests in the vicinity of the Branchton Meadows Well Field at two locations
The Region is proceeding with two concurrent Source Water Protection projects as follows:

I. Branchton Meadows Well Field Salt Assessment

II. Hydrogeological Assessment of Production Wells G7 and G8, Shades Mill Well Field

Independent consulting assignments for the above projects were competitively tendered and were both awarded to Stantec Consulting Ltd. To optimize time and cost efficiencies, Region staff and Stantec collaborated on the well drilling contract bid request to facilitate issuance of one construction contract for both projects. The well drilling contract will be administered by Stantec on behalf of the Region.

Construction Schedule

Subject to Council approval, construction is scheduled to commence in March 2014 with completion expected by May 2014.

Corporate Strategic Plan:

Award of this contract is in accordance with the Region’s public tendering practices and meets Focus Area 1 Environmental Sustainability to protect the quantity and quality of our drinking water sources.

Financial Implications:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2014-1108 Engineering – Consultant (C2013-25 Branchton Meadows Well Field Salt Assessment)</td>
<td>$124,573</td>
</tr>
<tr>
<td>Engineering – Consultant (C2013-22 Hydrogeological Assessment Production Wells G7 and G8, Shades Mill Well Field)</td>
<td>175,076</td>
</tr>
<tr>
<td>Regional Engineering (HST N/A)</td>
<td>2,000</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$399,941</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(39,583)</td>
</tr>
<tr>
<td>Total</td>
<td>$360,358</td>
</tr>
</tbody>
</table>

The Region of Waterloo’s approved 2014 Water Capital Budget includes $1,760,000 in 2014 for Source Protection Assessment (project#04125) which includes the Hydrogeological Assessment of Production Wells G7 and G8 and the Branchton Meadows Well Field Salt Assessment. The cost of the consulting assignments and construction are within the allocated budget for this work and are funded by the Region’s Water Reserve Fund and Development Charge Reserve Fund. The surplus...
funds are allocated to other ongoing and planned Source Protection Assessment projects.

Other Department Consultations/Concurrence: Nil

Attachments: Nil

Prepared By: Lisa Buitenhuis, Acting Director, Procurement and Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Procurement and Supply Services

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014
File Code: F18-30
Subject: T2014-114 Tire Lease – Grand River Transit

Recommendation:

That the Regional Municipality of Waterloo accept the tender of Bridgestone Firestone Canada Inc. for the lease of bus tires for Grand River Transit for a term of five (5) years from April 1, 2014 until March 31, 2019, with two (2) one year renewal options.

Summary: Nil

Report:

Tenders were called for the lease of bus tires for Grand River Transit (GRT) for a five (5) year period and were advertised in the Record, on the Ontario Public Buyers Association (OPBA) website and on the Region’s website. Tenders were opened in the presence of L. Smith, R. Steckly and D. Schmidt.

The following tender was received:

<table>
<thead>
<tr>
<th>Bidder</th>
<th>Address</th>
<th>Mileage Rate per km</th>
<th>Damaged Tires (Cost per 1/32&quot;)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridgestone Firestone Canada Inc.</td>
<td>Mississauga, ON</td>
<td>$0.003583</td>
<td>$22.07</td>
</tr>
</tbody>
</table>

The supplier bid includes two rates. The mileage rate is the cost per tire per kilometre driven while the damaged tire rate is used to determine the tire cost, based on remaining tread depth, when a damaged tire is taken out of service before it’s normal retirement.

The Region has been leasing bus tires for its fleet of 247 conventional GRT buses from
Bridgestone Firestone for approximately 12 years. The tire leasing program has proven to be very beneficial since its inception. The program provides a fixed lease rate which allows for accurate forecasting and budgeting, and provides a guaranteed source of supply and standardization of product. Inventory management and procurement activities have been streamlined as a result of the program. Bridgestone also provides regular service and engineering updates on the condition of the tires and recommendations to improve the life of the tire. Bus tire lease programs are common practice in the public transit industry.

**Corporate Strategic Plan:**

Award of this contract is in accordance with the Region’s public tendering practises and meets Focus Area 5 – Service Excellence and strategic objective 5.3 – Ensure Regional programs and services are efficient and effective and demonstrate accountability to the public.

**Financial Implications:**

The proposed lease agreement is for a term of five (5) years with two (2) one-year renewal options. The tire lease rate is constant for the first three years of the term with inflationary adjustments in both of the remaining two years and each of the optional renewal years. Discontinuing the current tire lease program would require a significant one-time capital investment to purchase the tires currently installed on the GRT fleet of vehicles.

The estimated cost of the GRT bus tire lease program in 2014 is $365,000, including net HST. This cost is based on the current tire lease rate for the period from January to March and the new tire lease rate included in T2014-114 for the period from April 1 to December 31. The approved 2014 GRT budget includes $469,000 for bus tire lease costs based on an estimated 15,000,000 km at the current lease rate of $.004922 per km to March 31 and an inflation adjusted rate for the remainder of the year. The renewal bid rate is lower than the current rate by $.001339 per km. This results in a potential savings of approximately $104,000. Sustainable savings resulting from the new contract lease rates will be incorporated into the development of the 2015 GRT operating budget.

The final date of acceptance for this tender is May 15, 2014.

**Other Department Consultations/Concurrence:** Nil

**Attachments:** Nil

**Prepared By:** Lisa Buitenhuis, Acting Director, Procurement and Supply Services

**Approved By:** Craig Dyer, Chief Financial Officer
Region of Waterloo  
Finance Department  
Procurement & Supply Services  

To: Regional Chair Ken Seiling and Members of Regional Council  
Date: March 19, 2014  

Subject: T2014-104 Waterloo Regional Police Headquarters Emergency Response Unit Garage Expansion  

Recommendation:  
That the Regional Municipality of Waterloo accept the tender of Sierra Construction Ltd. for the Waterloo Regional Police Headquarters Emergency Response Unit Garage Expansion, 200 Maple Grove Road, Cambridge Ontario, in the amount of $1,024,314.49 including all applicable taxes.  

Summary: Nil  

Report:  
Tenders were called for the Waterloo Regional Police Headquarters Emergency Response Unit Garage Expansion at 200 Maple Grove Road Cambridge and were advertised in the Waterloo Region Record, on the Ontario Public Buyers Association website and the Region’s website. A total of fifteen tenders were opened in the presence of J. Leeson, J. Henhoeffer and A. Dooling.  
The following tenders were received:  

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sierra Construction Ltd.</td>
<td>Woodstock, ON</td>
<td>$1,024,314.49</td>
</tr>
<tr>
<td>MN Dynamic Construction Ltd.</td>
<td>Oakville, ON</td>
<td>$1,037,710.64</td>
</tr>
<tr>
<td>M.J. Dixon Construction Ltd.</td>
<td>Mississauga, ON</td>
<td>$1,047,510.00</td>
</tr>
<tr>
<td>Reid &amp; DeLeye Contractors Ltd.</td>
<td>Courtland, ON</td>
<td>$1,054,312.60</td>
</tr>
<tr>
<td>Kiwi Newton Construction</td>
<td>Guelph, ON</td>
<td>$1,055,420.00</td>
</tr>
<tr>
<td>Aveiro Constructors Limited</td>
<td>Dorchester, ON</td>
<td>$1,059,940.00</td>
</tr>
</tbody>
</table>
ONIT Construction Inc.  Brampton, ON  $1,075,731.75
Elgin Contracting and Restoration Ltd.  St. Thomas, ON  $1,078,020.00
Gateman-Milloy Inc.  Kitchener, ON  $1,078,399.68
T.R. Hinan Contractors Inc.  St. Catharines, ON  $1,082,540.00
Topsite Contracting Ltd. (Denhall Construction)  Concord, ON  $1,117,570.00
Brown Daniels Associates Inc.  Toronto, ON  $1,127,627.00
PM Contracting Ltd.  Kitchener, ON  $1,136,667.00
Dakon Construction Ltd.  Waterloo, ON  $1,188,647.00
Pop’s Restoration Ltd.  Etobicoke, ON  $1,217,010.00

The existing Emergency Response Unit (ERU) Garage at the Waterloo Regional Police Service (WRPS) Headquarters is approximately 440m$^2$ and houses only a portion of the specialty vehicles assigned to the ERU. The WRPS need to expand the garage by approximately 260m$^2$ in order to gain enough capacity to provide year-round shelter from the elements and appropriate security for all ERU vehicles and equipment, thereby extending their life expectancies and optimizing emergency call response times. Currently several of these specialty vehicles are stored outside or in temporary storage units throughout the Region.

The works for this contract include the expansion of the ERU Garage, building structure/shell, new roof and replacement of select mechanical and electrical systems that have reached the end of their useful life. Construction is anticipated to be substantially complete in the summer of 2014.

**Corporate Strategic Plan:**

The expansion of the ERU Garage will support Focus Area 2, Growth Management and Prosperity and the strategic objective to develop, optimize and maintain infrastructure to meet current and projected needs. This expansion allows for the secure, indoor storage of all ERU specialty vehicles, protecting vehicles and extending their life cycles.

**Financial Implications:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>T2014-104</td>
<td>$1,024,314</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(101,888)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 922,426</strong></td>
</tr>
</tbody>
</table>

The approved 2014 WRPS Capital Program includes $1,100,000 (project 50042) to be funded by debentures and Regional Development Charges (RDC). The actual funding
of this project will depend on the outcome of the 2014 RDC By-law Review. To date $68,469 has been spent or committed for 2014. The remaining $1,031,531 is sufficient to cover this tender and other related project costs.

The final date of acceptance for this tender is May 18, 2014.

Other Department Consultations/Concurrence:

Waterloo Regional Police Service staff have been consulted in the preparation of this report. On March 5th 2014, the Police Services Board reviewed and approved this report.

Attachments: Nil

Prepared By: Lisa Buitenhuizen, Acting Director, Procurement & Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Procurement & Supply Services Division

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014
File Code: F18-40
Subject: Electronic Fare Management System Purchase Order Increase

Recommendation:

That the Regional Municipality of Waterloo accept the quotation of the Gooderham Group, for professional services relating to the Electronic Fare Management System procurement process in the amount of $100,259.25 including all applicable taxes.

Summary: Nil

Report:

The Region of Waterloo is seeking to procure an Electronic Fare Management System (EFMS) to be used for fare payment on GRT buses, Mobility Plus, and ION LRT and aBRT service. The system would support seamless transferring between all transit modes by incorporating a contactless electronic Smart Card that a customer would use for fare payment on a GRT bus or on a Rapid Transit platform. Cash payment would also continue to be accepted on buses, MobilityPLUS vehicles and on ION platforms.

EFMS hardware and software would be implemented on GRT buses and Mobility PLUS vehicles in 2015 to allow installation and commissioning of fare payment devices on ION platforms to be completed before launch of LRT service in 2017. A Request for Proposals (RFP) to acquire the EFMS was issued on January 23, 2014 and vendor selection is expected to be complete by mid-2014.

The Gooderham Group was originally retained by the Region to develop the EFMS functional requirements and preparation of the RFP.

The proposed scope of work includes:
- Development of scoring evaluation worksheets;
- Chair mandatory prebid meeting;
- Technical evaluation of submitted bids;
• Assistance in developing consensus scoring to shortlist proponents;
• Assistance with development of interview questions for shortlisted proponents;
• Chair interviews with shortlisted proponents;
• Assistance with final scoring of technical elements;
• Attendance at opening of financial proposals;
• Identification of any financial clarifications required;
• Preparation of Requests for Clarifications if necessary, following review and approval by Procurement & Supply Services;
• Prepare vendor selection report following consultation with Project Team and;
• Prepare any necessary debrief information for Procurement & Supply Services

Proposals Received

The Gooderham Group provided a quotation for the scope of work. The Gooderham Group is one of a very small number of firms providing consulting services in the area of transit fare collection systems and strategies.

The Region’s Purchasing By-Law 04-093 grants authority to the Chief Purchasing Officer to acquire such goods through the Purchase by Negotiation, Part VII, 20.(1). The Chief Purchasing Officer may acquire any goods or services through negotiation where (a) there is only one known source of supply; (f) one (1) or no bids are received in a bid call; (i) the acquisition is required or is beneficial in regard to the standardization of goods or services for the Region; or services upon such terms and conditions that in his judgment are in the best interest of the Region.

The Gooderham Group is familiar with the EFMS project and the project has restrictive timelines. This approval would bring a necessary continuity of expertise to the project for vendor selection and award.

The Gooderham Group has quoted a combined hourly rate of $183.00 excluding taxes, which is similar to rates for past work with the Region. Staff has reviewed this cost and finds it reasonable and competitive based on discussion with another transit agency that has recently completed similar work with another firm.

**Corporate Strategic Plan:**

Award of this contract is in accordance with and meets the Region’s Corporate Strategic Plan objective to ensure all Regional programs and services are efficient, effective and accountable to the public and is consistent with the Region’s Strategic Focus Area 2 – Growth Management and Prosperity to develop, optimize and maintain infrastructure to meet current and projected needs.

**Financial Implications:**

The approved 2014 GRT Capital Budget and 10 Year Forecast includes $7,744,000 from 2014–2016, to be funded from development charges (approximately $1.4 million) and debentures (approximately $6.3 million) funded from the RT/RTMP Reserve Fund, to complete the EFMS project for conventional transit and MobilityPlus. This funding is
intended to support the implementation of the EFMS through to the Commissioning phase.

The approved 2014 Rapid Transit Capital Budget and 10 Year Forecast includes $3,621,000 for EFMS implementation in 2016.

Other Department Consultations/Concurrence: Nil

Attachments: Nil

Prepared By: Lisa Buitenhuis, Acting Director, Procurement & Supply Services

Approved By: Craig Dyer, Chief Financial Officer
Region of Waterloo
Finance Department
Treasury Services Division

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014  File Code: F10-20
Subject: Regional Council and Council Appointee Remuneration and Expenses for the Year Ended December 31, 2013

Recommendation:
For Information

Summary: Nil

Report:

Under the Municipal Act, the Treasurer is required to submit to Council a statement of remuneration and expenses paid by the municipality to each Member of Council and to Council Appointees to local boards and other bodies. The statement must be presented by March 31st for remuneration and expenses paid in the previous year. The attached statements list remuneration and expenses for Members of Council and Council Appointees for the year ended December 31, 2013. To improve readability, all amounts have been rounded to the nearest dollar.

Corporate Strategic Plan:
Nil

Financial Implications:

Remuneration and expenses for Regional Council and Council Appointees were included in the approved Regional Budget for 2013 as established per By-laws 03-024, 06-046, and 13-002 and 2013 costs were within budget.

Other Department Consultations/Concurrence:

Staff from the Regional Chair’s office assisted in the preparation of this report.
Attachments:

Appendix 1 – 2013 Remuneration and Expenses – Regional Council
Appendix 2 – 2013 Remuneration and Expenses – Police Services Board Appointees
Appendix 3 – 2013 Remuneration and Expenses – Council Appointees

Prepared By:  Angela Hinchberger, Director of Treasury Services and Tax Policy

Approved By:  Craig Dyer, Chief Financial Officer
### The Regional Municipality of Waterloo

#### 2013 Remuneration and Expenses - Regional Council

<table>
<thead>
<tr>
<th>Council</th>
<th>Remuneration (1)</th>
<th>Benefits (2)</th>
<th>Travel/Meals &amp; Expenses (3)</th>
<th>Community Events (4)</th>
<th>Information Technology (4)</th>
<th>Legal Opinions (5)</th>
<th>Amount</th>
<th>Conferences</th>
<th>Police Services Board (6)</th>
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<tr>
<td>Armstrong, L. (7)</td>
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<td>$90</td>
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<td>Brewer, J. (6)</td>
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<td>0</td>
<td>4,737</td>
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<td>ORGRA/ROMA Conference Feb. 24-27, Toronto ON</td>
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<td>Galloway, T. (8) (9)</td>
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<td>14,426</td>
<td>992</td>
<td>202</td>
<td>1,332</td>
<td>2,182</td>
<td>13,604</td>
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<td>Canadian Association of Police Boards Conference, Saskatoon SK, Aug 15-17 (as a member of the PSB)</td>
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<td>Hasboom, J. (7)</td>
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<td>921</td>
<td>3,553</td>
<td>1,997</td>
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<td>Halloran, B.</td>
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<td>Kelkabomi, R. (7)</td>
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<td>7,686</td>
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<td>712</td>
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<td>Lorentz, G. (7)</td>
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<td>1,927</td>
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<td>Miller, C. (7)</td>
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<td>Mitchell, J. (7) (10)</td>
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<td>12,419</td>
<td>800</td>
<td>1,061</td>
<td>1,461</td>
<td>6,195</td>
<td>13,604</td>
<td>1</td>
<td>PCM Conference, May 31-June 3, Vancouver BC</td>
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<td>2</td>
<td>AMO Conference, Aug. 19-21, Ottawa ON</td>
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<tr>
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<td></td>
<td></td>
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<td>3</td>
<td>Innovation City Conference, Oct. 9-10, Kitchener ON</td>
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<tr>
<td>Stickland, S. (6)</td>
<td>46,804</td>
<td>14,426</td>
<td>902</td>
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<td>2,697</td>
<td>2,572</td>
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<td>Wolfgram, J. (8)</td>
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<td>Zerr, C.</td>
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<td>Seling, K. - Chair (6)</td>
<td>148,166</td>
<td>29,500</td>
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<td>2,624</td>
<td>1,310</td>
<td>1,105</td>
<td>10,629</td>
<td>253</td>
<td>AMO Conference, Aug. 18-21, Ottawa ON</td>
</tr>
</tbody>
</table>

**TOTAL COUNCIL:** $775,974 $194,772 $9,028 $5,228 $16,338 $4,503 $26,733 $34,921 $2,804 $57,498

(1) Effective Jan. 1, 2004 Council salaries 100% taxable
(2) Benefit costs are a function of salary, age, and coverage
(3) Travel costs are a function of distance for meetings and responsibilities assigned by Regional Council
(4) Effective January 1, 2012, Regional Councillors (with the exception of the Regional Chair) were provided with individual expenditure allowances for Information Technology (up to $10,000 each per Council term or approximately $2,500 per year) and Community Events up to $1,200 each per year. The Information Technology allowance covers the cost of technology devices and associated service plans including Blackberry.
(5) Effective May 16, 2012, Regional Councillors (including the Regional Chair), may be reimbursed for expenses incurred to obtain legal opinions regarding their respective compliance with the "Municipal Conflict of Interest Act" or legal fees incurred in connection with a Court application by a Councillor to obtain a positive ruling on compliance with the "Municipal Conflict of Interest Act" in connection with any matter(s) before Regional Council. Maximum reimbursement is $5,000 per any one instance and limited to one request per Councillor per year.
(6) Member of the Police Services Board
(7) GRCA Member - per diems and travel expenses reimbursed directly by the GRCA; Councillors Deutschmann and Miller attended meetings but chose not to receive per diems or mileage expenses
(8) Committee Chair
(9) Chair of the Police Services Board
(10) GRCA Chair

Alternative format available upon request
The Regional Municipality of Waterloo
2013 Remuneration And Expenses - Police Services Board Council Appointees

<table>
<thead>
<tr>
<th>Council Appointees</th>
<th>Remuneration</th>
<th>Benefits</th>
<th>Travel / Mtg Expenses</th>
<th>Conferences / Seminars Amount</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Waterloo Regional Police Services Board</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Provincial Appointees</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Purdy, S.</td>
<td>$10,629</td>
<td>$560</td>
<td></td>
<td>$3,192</td>
<td>National Police Compensation Seminar (Ottawa) 22nd Annual Police Labour Conference (Mississauga) Ontario Association of Police Services Boards, Spring Conference (Toronto) Ontario Association of Police Services Boards, Zone 5 Meeting (Orangeville)</td>
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<tr>
<td>Ringrose, P.</td>
<td>10,629</td>
<td>560</td>
<td></td>
<td>276</td>
<td>Ontario Association of Police Services Boards, Spring Conference (Toronto)</td>
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<tr>
<td>Smith, R.</td>
<td>10,629</td>
<td>560</td>
<td></td>
<td>1,383</td>
<td>National Police Compensation Seminar (Ottawa)</td>
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<tr>
<td><strong>Council Appointees</strong></td>
<td></td>
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<tr>
<td>Ducudon, K.</td>
<td>10,629</td>
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<tr>
<td><strong>Total Provincial / Council Appointees To Police Services Board</strong></td>
<td>$42,514</td>
<td>$2,240</td>
<td>$0</td>
<td>$4,851</td>
<td></td>
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</tbody>
</table>

Alternative format available upon request.
## The Regional Municipality of Waterloo
### 2013 Remuneration and Expenses - Council Appointees

<table>
<thead>
<tr>
<th>Council Appointees</th>
<th>Remuneration</th>
<th>Benefits</th>
<th>Travel / Mtg Expenses</th>
<th>Conferences / Seminars Amount</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand River Conservation Authority</td>
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<tr>
<td>DAilly, J.</td>
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<td>$217</td>
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<td>Strauch, W.</td>
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<td>269</td>
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<tr>
<td>Active Transportation Advisory Committee</td>
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<tr>
<td>Banks, D.</td>
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</tr>
<tr>
<td>Ivanovick, M.</td>
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<tr>
<td>Rowe, P.</td>
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<tr>
<td>Tracey, B.</td>
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<tr>
<td>Heritage Planning Advisory Committee</td>
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<tr>
<td>Cascaden, W.</td>
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<tr>
<td>Coakley, C.</td>
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<tr>
<td>Gallimore, T.</td>
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<td>135</td>
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<tr>
<td>Hackett, R.</td>
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<tr>
<td>Hardacre, N.</td>
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<tr>
<td>Heinrichs, E.</td>
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<tr>
<td>Junier, A.</td>
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<tr>
<td>Rowell, M.</td>
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<tr>
<td>Region of Waterloo Senior's Advisory Committee</td>
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<tr>
<td>Fowler, A.</td>
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<td>Howatt, D.</td>
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<td>Nanders, A.</td>
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<td>Terry, L.</td>
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<td><strong>$0</strong></td>
<td><strong>$2,473</strong></td>
<td><strong>$0</strong></td>
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</tbody>
</table>

* Remuneration for meetings for Council Appointees was discontinued in 2007. Exception is GRCA where Appointee remuneration and expenses are reimbursed directly by GRCA.

Alternative format available upon request.
The Regional Municipality of Waterloo

Economic Development and Promotion Committee

Summary of Recommendations to Council

The Economic Development and Promotion Committee recommends as follows:

1. That the Regional Municipality of Waterloo take no action on the request from Sports Properties International for in-kind services or sponsorship in the amount of $60,000 for the 2014 Manulife Financial LPGA Classic tournament;

   And that the Waterloo Regional Police Service and Region of Waterloo Emergency Medical Services be requested to work with the tournament organizers to reduce costs where possible for this event.

March 4, 2014
The Regional Municipality of Waterloo
Community Services Committee
Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Regional Municipality of Waterloo approve the revised fees for Tuberculin skin tests administered in the Infectious Disease, Dental and Sexual Health and Harm Reduction clinics effective April 1st, 2014 as detailed in Report PH-14-011;
   
   And, that By-law 14-002 being a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo be amended to include a Tuberculin Skin Test with a fee of $25 per step.


3. That the Regional Municipality of Waterloo approve in principle the Community Homelessness Prevention Initiative Supportive Housing Redesign process;
   
   And that the Regional Municipality of Waterloo approve in principle the draft Region of Waterloo Community Homelessness Prevention Initiative Supportive Housing Program Framework as a 2"guiding policy document" for the redesigned supportive housing program for further consultation over spring 2014;
   
   And that the Regional Municipality of Waterloo receive for information the Questions and Answers document as outlined in report SS-14-009, dated March 4, 2014.

March 4, 2014
The Regional Municipality of Waterloo

Administration and Finance Committee

Summary of Recommendations to Council

The Administration and Finance Committee recommends as follows:

1. That the Regional Municipality of Waterloo establish the following tax ratios for the 2014 property tax year:

   - Residential 1.0000
   - New Multi-residential 1.0000
   - Multi-residential 1.9500
   - Commercial 1.9500
   - Industrial 1.9500
   - Pipeline 1.1613
   - Farmland 0.2500
   - Managed Forest 0.2500

   And That the two necessary by-laws to implement the approved 2014 tax ratios and 2014 regional tax rates be prepared for Regional Council approval on March 19, 2014;

   And Further That the Area Municipalities be notified accordingly. [F-14-024]

2. That the Regional Municipality of Waterloo approve the policy statements for the following Human Resources policies:

   - Heat Stress Prevention (HR IV-30)
   - Fall Protection (HR IV-31)
   - Licence Suspension/Driving Prohibition (HR I-15)

   as outlined in report CA-HR-14-002, dated March 4, 2014.

3. That the Regional Municipality of Waterloo enter into a contribution agreement with Her Majesty the Queen in Right of Canada to provide for funding through the Building Canada Fund for the Waterloo Region rapid transit project as a next step to the federal approval in principle letter of April 17, 2012 from the Minister of Transport, Infrastructure and Communities and subject to the form and content of the agreement being satisfactory to the Chief Financial Officer and the Regional Solicitor, all as described in Report F-14-026/CR-RS-14-019 dated March 4, 2014.

March 4, 2014
The Regional Municipality of Waterloo
Planning and Works Committee
Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:


2. That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for two accesses on the north side of Regional Road #50 (Northfield Drive), one at Parkside Drive, and the other approximately 145 metres west of Parkside Drive in the City of Waterloo, as described in Report No. P-14-029, dated March 4, 2014.

3. THAT the Regional Municipality of Waterloo take the following actions with respect to the North Waterloo Scoped Sub-watershed Study as described in Report P-14-026, dated March 4, 2014:

a) Approve the North Waterloo Scoped Sub-watershed Study (prepared by Ecoplans Ltd., MHBC Planning, and Stantec Consulting, dated November, 2013) pursuant to Regional Official Policies Plan Policy 3.1.5 and Regional Official Plan policy 7.F.6 to the extent that it addresses matters of Regional interest, and more specifically that Regional staff collaborate with City of Waterloo and Grand River Conservation Authority staff to incorporate policies in the City’s planning documents for the affected area to implement an environmental management framework pursuant to the applicable Source Water Protection policies in the Regional Official Policies Plan, Regional Official Plan, and the proposed Grand River Source Protection Plan that would, among other matters:

i) require Hydrogeologic Assessments for future development applications to ensure the quantity, quality, and distribution of groundwater recharge is maintained through the design of stormwater management facilities and buried infrastructure;

ii) require Salt Impact Assessments that include consideration of the design of storm water management facilities to reduce need for winter de-icing practices for plans of subdivision, new employment and multiple-unit residential land uses;
require Salt Management Plans that mitigate the risks of winter de-icing for all new employment and multi-unit residential land uses with large parking lots; and,

v) Implement a Monitoring Program to assess changes to the quantity and quality of surface water and groundwater as a result of development and to verify that the pre-development water balance is being maintained as the area is developed.

b) Address the following in a future amendment to Map 4 (Greenlands Network) of the Regional Official Plan:

i) include the additional Core Environmental Feature areas identified in Attachment 1; and

ii) whether all or part of the natural features on the rear portion of 640 Conservation Drive warrant retention as part of the Greenlands Network shown on Map 4;

c) Continue to work with City of Waterloo staff to include linkages and Supporting Environmental Features identified in the sub-watershed study in the City’s planning documents.

d) Continue to collaborate with staff of the City of Waterloo and Grand River Conservation Authority to implement recommendations for the protection, stewardship, enhancement, and monitoring of the Greenlands Network within the study area.

4. That the Regional Municipality of Waterloo approve the construction of combined pedestrian and creek culverts as the replacement for the existing Fischer-Hallman Road culvert at Strasburg Creek in the City of Kitchener, as per Alternative 3 noted in the City of Kitchener Strasburg Creek Flood Environmental Study Report dated December 2013, subject to the City of Kitchener’s Class EA Environmental Study Report clearing the statutory minimum 30-day public review period. [E-14-031]

5. That the Regional Municipality of Waterloo receive the 2013 Summary Report, as required by Ontario Regulation 170/03, the minutes from the annual Management Review of the Drinking Water Quality Management System and maintenance plan update. [E-14-030]

6. That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for the River Road Extension, King Street to Manitou Drive, in the City of Kitchener:

a) Approve the preliminary design for construction of the River Road Extension as described in Report E-14-029, dated March 4, 2014;

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in the local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.
7. That the Regional Municipality of Waterloo (hereinafter called “the Region”):

1. Receive the results of Request for Proposal No. 2012-01 - Stage 1 Light Rail Transit (LRT) Project: Selection of a “Design-Build-Finance-Operate-Maintain Consortium”, as described in this report with the results obtained using Infrastructure Ontario procurement best practices including an independent Fairness Monitor;

2. Approve the selection of GrandLinq as the Preferred Proponent to design, build, finance, operate and maintain the Stage 1 LRT Project;

3. Approve a Project Agreement between the Region and the single purpose legal entity to be established by GrandLinq to undertake the Stage 1 LRT Project, in accordance with the following:

   a. Construction of the Stage 1 LRT Project at a cost of $583,296,727.01, plus HST, to be paid through construction period payments of $452,054,963.43 plus HST and payment of GrandLinq’s long term debt and equity at a cost of $11,013,651 annually, plus HST, for 30 years following Substantial Completion, subject to final interest rate adjustments at the time of Financial Close;

   b. Operation of the LRT system for a period of 10 years following Substantial Completion, with renewals for successive 5 year terms, to a maximum of 30 years, at a cost of $4,036,013 per year, plus HST, subject to annual inflation adjustment;

   c. Maintenance of the LRT system for a period of 30 years following Substantial Completion at a cost of $4,530,064 per year, plus HST, subject to annual inflation adjustment;

   d. Life Cycle rehabilitation of the LRT system for a period of 30 years following Substantial Completion at a total cost of $263,120,208, plus HST, to be paid in varying annual amounts averaging $8.77 million per year, subject to annual inflation adjustment;

   e. Insurance for the LRT system for a period of 30 years following Substantial Completion at a cost of $1,700,000 per year, plus applicable taxes, subject to annual inflation and rating adjustment;

4. Delegate to the Regional Chief Administrative Officer the authority to finalize and execute the Project Agreement and associated ancillary agreements, and to execute documents and certificates in accordance with the terms and conditions of the Project Agreement on behalf of The Regional Municipality of Waterloo for the Stage 1 LRT Project and to do all things as may be
necessary or required to give effect to the above-described resolutions, with
the foregoing authority to be subject to the terms and conditions described in
Report E-14-032/F-14-019;

5. Authorize and direct the Regional Clerk and the Chief Financial Officer to sign
certificates and any other documents and to do all things as may be
necessary or required to give effect to the above-described resolutions,
subject to the terms and conditions described in Report E-14-032/F-14-019.

March 4, 2014
The Regional Municipality of Waterloo
Planning and Works Committee

Summary of Closed Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo enter into an agreement with the University of Waterloo for the transfer of title to the lands and storm water management pond west of Bearinger Road (Regional Road No. 58), described as Part Lot 30, GCT, Geographic Township of Waterloo, designated as Parts 1, 2 & 3 on Reference Plan 58R-10886, City of Waterloo, Region of Waterloo, to the University of Waterloo for $2.00 in exchange for the University of Waterloo assuming responsibility for the future maintenance of the storm water management pond, for cost-sharing the expansion of the storm water management pond onto abutting lands owned by the University of Waterloo at an estimated cost to the Region of $172,000 for construction, and obtaining an easement for storm water drainage and management over the expanded storm water management pond on University of Waterloo lands for $59,250, subject to satisfactory completion of the Region’s real property disposition procedures, on terms and conditions satisfactory to the Regional Solicitor.

March 4, 2014

2. That the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to the acquisition of land for the Rapid Transit Project – Stage 1 described as Part Lot 288 Plan 385, City of Waterloo Parts 6 & 7 58R-13231 save and except Parts 3 & 4 on WR726563, PIN 22328-0195 (LT), City of Waterloo being the property municipally known as 242 King Street South, Waterloo from Jennifer Lynn Cooper for the sum of $315,000.00 as compensation for the value of the acquisition of land plus compensation for disturbance damages and any and all other damages suffered by the said property owner in the sum of $12,000.00 not including costs, fees and bonuses charged by the existing first mortgagee in relation to the early discharge of the existing charge on title, plus associated costs, with all documentation to the satisfaction of the Regional Solicitor.

February 26, 2014
Region of Waterloo
Corporate Resources
Council and Administrative Services
Licensing and Enforcement Services

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 19, 2014  File Code: L19-03
Subject: Appointment of Area Weed Inspectors

Recommendation
That the Region of Waterloo appoints the following staff as Area Weed Inspectors:
Angelo Apfelbaum, Todd Abernethy, Ryan Milanovic and Phil Neville.

Summary:
As an efficiency measure, the position of Seasonal Weed Inspector was eliminated and
the duties and functions transferred to four existing staff at Licensing and Enforcement
Services.

The Manager, Licensing and Enforcement Services will be responsible for all enquiries
and assignment of work. The three Municipal Law Enforcement Officers will be
responsible for specific areas within the Region.

Report:
Section 6 (1) of the “Weed Control Act, R.S.O. 1990” states “The council of every upper-
tier and single-tier municipality shall by by-law appoint one or more persons as area
weed inspectors to enforce this Act in the area within the council’s jurisdiction and fix
their remuneration or other compensation.”

The Region provides weed inspection services to the Townships of Wilmot, Wellesley,
Woolwich and North Dumfries via the Regionally appointed Area Weed Inspector. The
Region also provides support for the Weed Inspectors appointed by the Cities of
Kitchener, Waterloo and Cambridge.

The Region will be divided into specific response areas for the Weed Inspectors to
efficiently carry out their duties under the Weed Control Act. The areas are as follows:
1) Township of North Dumfries, Township of Woolwich (south) and City of Cambridge;
2) Township of Wellesley, Township of Woolwich (north), City of Waterloo;
3) Township of Wilmot and City of Kitchener.

One Municipal Law Enforcement Officer is assigned to each area. This will provide for better statistics analysis, familiarity with the area and follow-up.

The manager will be responsible for fielding all telephone and e-mail enquiries, liaising with the townships and cities and assigning work to staff.

The Region is required to appoint an Area Weed Inspector(s) and is responsible for all costs associated with the function.

**Corporate Strategic Plan:**

The Region of Waterloo Corporate Strategic Plan provides for public service excellence that is focused on community needs.

**Financial Implications**

There is no immediate financial implication. After six months all positions will be reviewed to measure impact on the position to determine if there is a necessity for financial compensation.

**Other Department Consultations/Concurrence:**

Human Resources, Labour Relations were consulted in this report development.

**Prepared By:** Angelo Apfelbaum, Manager, Licensing and Enforcement Services

**Approved By:** Kris Fletcher, Director, Council and Administrative Services/Regional Clerk
To: Chair Ken Seiling and Members of Regional Council  
From: David Dirks, Director, Employment and Income Support  
Copies: Douglas Bartholomew-Saunders, Commissioner, Social Services  
File No: S09-80  
Subject: Ontario Works Caseload: February 2014  

This memorandum is provided as information for members of Council. Employment & Income Support, Social Services with Finance monitors the Ontario Works (OW) caseload on a monthly basis. Below is a chart summarizing the caseload at the end of February 2014 with comparisons to the months of January 2014 and February 2013 as well as September 2008.

Very briefly,

- The OW caseload at February 2014 was: 8,460  
- The OW caseload at January 2014 was: 8,416  
- The increase from January 2014 was: 44 (+0.5%)  
- The decrease from February 2013 was: 154 (-1.8%)  
- The increase from September 2008 was: 2,168 (+34.5%)  

- Waterloo Region unemployment rate for February 2014 was: 6.5%  
- Waterloo Region unemployment rate for February 2013 was: 6.7%
Ontario Works Caseload and Unemployment Rate

Ontario Works Caseload

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<th>February 2014</th>
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<th>February 2013</th>
<th>% Change January to February</th>
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<td>8,460</td>
<td>8,416</td>
<td>8,614</td>
<td>0.5%</td>
<td>(1.8%)</td>
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Unemployment Rates – Seasonally Adjusted*

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<th>Proven’ll Region</th>
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<th>January 2014</th>
<th>February 2013</th>
<th>% Change January to February</th>
<th>% Change Year to Year</th>
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<tr>
<td>Province</td>
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<td>7.5%</td>
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<td>(2.6%)</td>
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<td>6.4%</td>
<td>6.7%</td>
<td>1.6%</td>
<td>(3.0%)</td>
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</table>

*As revised by Statistics Canada

As in previous years, the February caseload has increased compared to January.

The provision of social assistance supports the Region’s 2011-2014 Corporate Strategic Plan Focus Area 4: Healthy and Inclusive Communities: (to) foster healthy, safe, inclusive and caring communities.

If you have any questions or comments or for further information, please contact David Dirks, Director, Employment and Income Support at 519-883-2179 or ddirks@regionofwaterloo.ca
Finance Department
Administration Division
Date: March 19, 2014

Memorandum

To: Regional Councillors
From: Craig Dyer, Chief Financial Officer
Subject: Notice of Motion – 2014 Tax Rate By-Law
File No: C10-01

Proposed By-law

The Region of Waterloo’s proposed 2014 tax rate by-law is scheduled for first, second and third reading at the March 19, 2014 Council meeting. The Region’s policy is to “area rate” urban transit costs to Kitchener, Cambridge and Waterloo. This includes the net cost of:

a. Urban conventional transit service;
b. Urban mobility transit service; and
c. The contribution to the Regional Transportation Master Plan (RTMP) Reserve Fund, which is used to fund Grand River Transit (GRT) service enhancements, Light Rail Transit (LRT), adapted Bus Rapid Transit (aBRT) and the Cambridge Transit Supportive Strategy.

Notice of Motion

Included on the agenda for the March 19, 2014 Regional Council meeting is a notice of motion from Councillor Craig with respect to the area rating of the Rapid Transit project. Through discussions with Councillor Craig it has been determined that the intent of the motion is as follows:
1. To exclude Cambridge from paying for the Light Rail Transit (LRT) system, and
2. To exclude Kitchener and Waterloo from paying for the adapted Bus Rapid Transit system.

The balance of the urban transit costs (listed above) would continue to be area rated to all three cities.

Cost Allocation

The approved contribution to the RTMP Reserve Fund in 2014 is $18,677,605. Of this amount, $9,930,403 is used to fund GRT service enhancements in accordance with Budget Issue Papers approved by Regional Council and $1.0 million is used to fund the Cambridge Transit Supportive Strategy. Both of these items are area rated to Kitchener, Waterloo and Cambridge.

The motion proposed by Councillor Craig would area rate the balance of $7,747,202 in 2014 as follows:

1. The LRT component of $6,939,014 would be area rated to Kitchener and Waterloo only; and
2. The aBRT component of $808,188 would be area rated to Cambridge only.

The above allocations were calculated by determining the portion of year 1 operating costs included in Table 5 of Report E-14-032/F-14-019 dated March 4, 2014 that relate to the LRT project. Debt servicing costs were allocated based on the LRT share of capital costs included in Table 3 of the same report. The result is that 89.6% of annual Rapid Transit operating costs are attributable to LRT and the remaining 10.4% is attributable to aBRT.

The impact of the motion on the urban transit levy is as follows:

1. an increase of $0.8 million in the amount levied to Kitchener;
2. an increase of $0.5 million in the amount levied to Waterloo; and
3. a decrease of $1.3 million in the amount levied to Cambridge.

2014 Property Tax Impacts

The proposed 2014 tax rate by-law results in Regional tax rates that are uniform across the cities of Cambridge, Kitchener and Waterloo. Regional taxes under the proposed by-law would be $1,804 for an average residential property valued at $291,500 for 2014 in all three cities.

Councillor Craig’s proposed motion would result in the same Regional tax rates for Kitchener and Waterloo and a different Regional tax rate for Cambridge, with impacts as follows (all based on an average residential property valued at $291,500):  

1. $1,813 for Kitchener and Waterloo
2. $1,781 for Cambridge.
This result is an increase of $9 or 0.5% for an average residential property in Kitchener and Waterloo and a decrease of $23 or 1.3% for an average residential property in Cambridge.

There would be no change to the tax rates for the four townships.

**Future Property Tax Impacts**

It is noted that the vast majority of proposed tax increases to fund the Rapid Transit project in the next 5 years (1.5% from 2015-1028 and 0.75% in 2019) will be allocated to the LRT component of the project. This is because the majority of GRT service enhancements are already in place. If Council were to adopt the notice of motion as presented, these tax increases for the most part would be area rated to Kitchener and Waterloo only.

**Revised Wording of the Notice of Motion**

a) I, Doug Craig, hereby give notice that I intend to introduce the following motion at the March 19, 2014 meeting of Regional Council:

That the By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2014 listed on the Council agenda, dated March 19, 2014, be amended to eliminate the City of Cambridge from funding the LRT System from Conestoga Mall to Fairview Park Mall and to eliminate the City of Kitchener and the City of Waterloo from funding the aBRT system from Fairview Park Mall to the Ainslie Street Terminal and that the following specific changes be made:

a) That Schedule “C" of the By-law entitled, 2014 Transit Tax Rates and Levies, be amended to reduce the total amount of transit levy owed by the City of Cambridge from $18,873,171 to $17,529,792 and increase the total amount of transit levy owed by the City of Kitchener from $30,266,764 to $31,095,135 and the City of Waterloo from $18,817,160 to $19,332,168 and,

b) That Schedule “C" entitled, 2014 Transit Tax Rates and Levies and “E” entitled 2014 Tax Rate and Levies – Payment Schedule be further amended taking into consideration the changed transit levy amounts.
By-Law Number 14-0xx

OF

The Regional Municipality of Waterloo

A By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2014

WHEREAS it is necessary for the Council of the Regional Municipality of Waterloo, pursuant to the Municipal Act, to raise certain sums for the 2014 taxation year;

AND WHEREAS all property assessment rolls on which the 2014 taxes are to be levied have been returned and revised pursuant to the provisions of the Assessment Act subject to appeals at present before the District Court and the Ontario Municipal Board;

AND WHEREAS "Residential Assessment", "New Multi-Residential Assessment", "Multi-Residential Assessment", "Commercial Assessment", "Industrial Assessment", "Pipeline Assessment", "Farmland Assessment" and "Managed Forest Assessment", as defined in the Assessment Act as amended by Regulations thereto, have been determined on the basis of the aforementioned property assessment rolls;

AND WHEREAS the sums required by taxation in the year 2014 for general Regional purposes are to be levied by the Area Municipalities as directed by Regional By-law;

AND WHEREAS the sums required by taxation in the year 2014 for library purposes are to be levied by the Area Municipalities as directed by Regional By-law;

AND WHEREAS the sums required by taxation in the year 2014 for transit purposes are to be levied by the Area Municipalities as directed by Regional By-law;

AND WHEREAS the sums required by taxation in the year 2014 for transit purposes – Elmira Service are to be levied by the Township of Woolwich as directed by Regional By-law;

AND WHEREAS the tax ratios on the aforementioned property for the 2014 taxation year have been established in By-law 14-0xx of the Regional Municipality of Waterloo;

AND WHEREAS the tax rate reductions on prescribed sub-classes on the aforementioned property for the 2014 taxation year have been established in By-law 13-008 of the Regional Municipality of Waterloo;

AND WHEREAS the tax rates on the aforementioned property classes and property sub-classes have been calculated pursuant to the provisions of the Municipal Act and the manner set out herein.

NOW THEREFORE the Council of the Regional Municipality of Waterloo hereby enacts as follows:

1. a) For the year 2014, in the Regional Municipality of Waterloo, the Area Municipalities shall levy upon the Residential Assessment, upon the New Multi-Residential Assessment, upon the Multi-Residential Assessment,
upon the Commercial Assessment, upon the Industrial Assessment, upon the Pipeline Assessment, upon the Farmland Assessment and upon the Managed Forest Assessment the rates of taxation per current value assessment for general purposes (general levy) set out in Schedule "A" attached hereto and which forms part hereof.

b) For the year 2014, in the Regional Municipality of Waterloo, the Area Municipalities shall levy upon the Residential Assessment, upon the New Multi-Residential Assessment, upon the Multi-Residential Assessment, upon the Commercial Assessment, upon the Industrial Assessment, upon the Pipeline Assessment, upon the Farmland Assessment and upon the Managed Forest Assessment the rates of taxation per current value assessment for library purposes (Library Levy) set out in Schedule "B" attached hereto and which forms part hereof.

c) For the year 2014, in the Regional Municipality of Waterloo, the Area Municipalities shall levy upon the Residential Assessment, upon the New Multi-Residential Assessment, upon the Multi-Residential Assessment, upon the Commercial Assessment, upon the Industrial Assessment, upon the Pipeline Assessment, upon the Farmland Assessment and upon the Managed Forest Assessment the rates of taxation per current value assessment for transit purposes (Transit Levy) set out in Schedule "C" attached hereto and which forms part hereof.

d) For the year 2014, in the Regional Municipality of Waterloo, the Township of Woolwich shall levy upon the Residential Assessment, upon the New Multi-Residential Assessment, upon the Multi-Residential Assessment, upon the Commercial Assessment, upon the Industrial Assessment, upon the Pipeline Assessment, upon the Farmland Assessment and upon the Managed Forest Assessment the rates of taxation per current value assessment for transit purposes – Elmira Service Area set out in Schedule "D" attached hereto and which forms part hereof.

2. For the purposes of this by-law

a. Commercial assessment applied to all commercial assessment including but not limited to general commercial assessment, office building assessment, shopping centre assessment, parking lot assessment, commercial new construction assessment, office building new construction assessment, shopping centre new construction assessment and commercial (as defined in this section) shared as a PIL assessment;

b. Industrial assessment applies to all industrial assessment including but not limited to general industrial assessment, large industrial assessment, industrial new construction assessment, large industrial new construction assessment and industrial (as defined in this section) shared as a PIL assessment;

3. For payments in lieu of taxes due to the Regional Municipality of Waterloo under the Municipal Act:

a) the estimated amount will be provided to the Treasurer of the Regional Municipality of Waterloo by the Treasurer of each Area Municipality as required under the Municipal Act.

b) the estimated amount will be used until such time during the year that an actual amount is available. At that time the installment payments may be adjusted accordingly.

c) the actual amount due to the Regional Municipality of Waterloo will be based on the assessment rolls, rates of taxation for the year 2014 and
the sharing formula pursuant to the Municipal Act and regulations that may apply from time to time.

4. Payments of all amounts directed to be levied on property assessment pursuant to the provisions of this By-law, and payments in lieu of taxes due to the Regional Municipality of Waterloo under the Municipal Act, amounts established in this By-law and set out in Schedule “E” attached hereto and which forms part thereof, shall become due and payable in the amounts and at the times as follows:

   a. 1/9th of the amount established by the Regional Municipality of Waterloo for 2014 after allowing for the April payment, on or before the first business day of each month in 2014 commencing in April and continuing each month thereafter in 2014.

5. If, in the absence of a special payment arrangement pursuant to Section 5 of this By-law, an Area Municipality fails to make any payment or portion thereof as provided in this By-law, the Area Municipality shall pay to the Regional Corporation interest on the amount in default at the rate of fifteen (15) per cent per annum made from the due date of the payment until the payment is made.

6. This By-law shall come into force and take effect immediately following third reading

By-law read a first, second and third time and finally passed in the Council Chamber in the Regional Municipality of Waterloo this 15th day of March, A.D., 2014.

____________________________________________________
Regional Clerk

____________________________________________________
Regional Chair
## General Levy

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<th>Kitchener</th>
<th>Waterloo</th>
<th>Wilmot</th>
<th>Wellesley</th>
<th>Woolwich</th>
<th>N. Dumfries</th>
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## The Regional Municipality of Waterloo

### 2014 Levies by Area Municipality and Payment Schedule

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<th>GENERAL LEVY PER SCHEDULE &quot;A&quot;</th>
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<th>TRANSIT LEVY PER SCHEDULE &quot;C&quot;</th>
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| TOTAL                     | $48,776,915   | $48,776,918 | $48,776,918  | $48,776,918  | $48,776,918    | $48,776,918      | $48,776,918     | $48,776,918     | $48,776,918     | $438,991,359  |

15/4229