Regional Municipality of Waterloo

Consolidated Council Agenda

Wednesday, March 2, 2016
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. Declaration of Pecuniary Interest under the "Municipal Conflict of Interest Act"

4. Presentations

5. Petitions

6. Delegations

7. Minutes of Previous Meetings
   b) Council – February 10, 2016
   c) Closed Committee – February 23, 2016
   d) Planning & Works – February 23, 2016
   e) Administration & Finance – February 23, 2016
   f) Community Services – February 23, 2016

8. Communications
   a) Council Information Package – Friday, February 26, 2016 (Distributed Electronically)
b) Waterloo Region Police Services Board, Re: Master Plan for Waterloo Region Police Services

9. Motion To Go Into Committee Of The Whole To Consider Reports

10. Reports

Finance Reports

a) COR-TRY-16-16, Regional Municipality of Waterloo Credit Rating (For Information) 7

* b) COR-FSD-16-07, 2016/17 Provincial Budget 14A

* c) COR-TRY-16-17, Co-operative Proposal 2014-211 Office Multi-Function Devices (MFD) and Production Equipment 14J

Recommendation:

That the Regional Municipality of Waterloo accept the proposal of Xerox Canada for the Co-operative Proposal 2014-211 Office Multi-Function Devices (MFD) and Production Equipment for a five (5) year period effective March 3, 2016 in the estimated amount of $338,325.60, or $67,665.12 per year plus all applicable taxes.

Committee Reports

* a) Planning & Works – attached & marked PS-160223 (revised) 15

* b) Administration & Finance – attached & marked FS-160223 26

* c) Community Services – attached & marked SS-160223 27

* d) Licensing & Hearings – available at meeting

Chief Administrative Officer

Regional Chair

Regional Clerk

11. Other Matters Under Committee Of The Whole

a) Change of Start Time to 4:30 p.m. for March 30, 2016 Council Meeting

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

13. Motion To Adopt Proceedings Of Committee Of The Whole
14. **Motions**

15. **Notice of Motion**

I, Councillor S. Strickland, hereby intend to introduce the following motion at the March 2, 2016 Regional Council meeting:

Whereas Regional Council approved the 2016 Tax Supported Operating Budget on January 13, 2016 inclusive of the Conestoga College U-Pass budget issue paper which increased the property tax levy by $339,000 and the 2016 Transit Capital budget by $4.5 million;

And whereas the Conestoga College Student union referendum that took place in February, 2016 regarding the Conestoga College U-Pass service enhancement was unsuccessful;

Therefore be it resolved:

That Council reconsider the budget approval of January 13, 2016 to allow for discussion as it relates to the cancelation of the Conestoga College U-Pass program.

16. **Unfinished Business**

17. **Other Business**

18. **Questions**

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

   a) A By-law to Amend By-law Number 58-87, as Amended, Being a By-law to Designate and Regulate Controlled Access Roads (Regional Road 33/Townline Road, City of Cambridge; Regional Road 54/Lackner Boulevard, City of Kitchener; Regional Road 58/Fischer-Hallman Road, City of Waterloo; and, Regional Road 70/Ira Needles Boulevard, City of Kitchener)

   b) A By-law to Confirm the Actions of Council – March 2, 2016

20. **Adjourn**
February 10, 2016

Ms. Kris Fletcher, Director  
Council & Administrative Services/Regional Clerk  
Regional Municipality of Waterloo  
150 Frederick Street, 2nd Floor  
Kitchener, ON N2G 4J3

Dear Ms. Fletcher:

RE: Master Plan for Waterloo Regional Police Service

In response to your letter dated January 20, 2014 (attached), please find enclosed the Waterloo Regional Police Service Strategic Business Plan, 2015-2017. The Waterloo Regional Police Services Board equates this document to a comprehensive Master Police Services Plan.

By clicking on the following link, Council will be able to view the first bi-annual update to the Strategic Business Plan:


I trust that this addresses the motion from the January 15, 2014 Regional Municipality of Waterloo regular meeting.

Yours sincerely,

[Signature]

Tom Galloway  
Chair  
/mw

cc: B. Larkin, Chief of Police  
M. Murray, Chief Executive Director  
C. Dyer, Chief Financial Officer  
Area Municipal Clerks  
C. Sadeler, Executive Director, Crime Prevention Council
January 20, 2014
F05-30

Tom Galloway, Chair
Waterloo Regional Police Service
PO Box 3070, 200 Maple Grove Road
Cambridge, ON N3H 5M1

Dear Mr. Galloway:

Re: Master Plan for Waterloo Regional Police Service

Please be advised that the Council of the Regional Municipality of Waterloo at their regular meeting held on January 15, 2014, approved the following motion:

Whereas the Police Services Board is responsible for the administration and direction of police services in the Regional Municipality of Waterloo;

And whereas the Regional Municipality of Waterloo is responsible for the funding of police services;

And whereas the Police Services Board has added new officers but at the same time has reduced by attrition the equivalent of 8 officer positions and 2 senior management positions in 2013, with the prospect of further reductions in staffing in 2014, resulting in a reduction in police services;

And whereas it is anticipated that the police services budget for 2015 and 2016 will involve similar funding constraints and difficult decisions regarding police staffing levels;

And whereas the Regional Municipality of Waterloo is one of the lowest funders of police services for communities of similar or equivalent size;

And whereas the Declaration of Principles as outlined under the “Police Services Act” includes the following:

Police services shall be provided throughout Ontario in accordance with the following principles:

a) The need to ensure the safety and security of all persons and property in Ontario.

And whereas the population of the Regional Municipality of Waterloo is projected to continue to grow;
And whereas it is in the best interests of the Regional Municipality of Waterloo to ensure that the community is provided with the optimal level of police services that best reflects the needs of the community;

And whereas it is in the best interests of the community that the Police Services Board be provided with a strategic framework to assist the Police Services Board in making decisions regarding the provision of police services based on local needs and circumstances;

Be it resolved that the Regional Municipality of Waterloo request that the Police Services Board undertake and prepare a comprehensive Master Police Services Plan and that the cost of such plan be funded by the Regional Municipality of Waterloo if necessary.

Please accept this letter for information purposes only. If you have any questions concerning this resolution, please contact Craig Dyer, Chief Financial Officer at 519-575-4545.

Please forward any written responses to this letter to Kris Fletcher, Director, Council & Administrative Services/Regional Clerk.

Regards,

[Signature]

Stevie Natolochny (Mrs.)
Council/Committee Support Specialist

cc: Police Chief M. Torigan
    M. Murray, Chief Executive Director
    C. Dyer, Chief Financial Officer
    Area Municipal Clerks
    C. Sadeler, Executive Director, Crime Prevention Council
Region of Waterloo

Corporate Services

Treasury Services

To: Regional Chair Ken Seiling and Members of Regional Council

Date: March 2, 2016

File Code: F08-20

Subject: Regional Municipality of Waterloo Credit Rating

Recommendation:

For Information

Summary: Nil

Report:

Moody’s Investors Service (Moody’s), a leading provider of credit ratings, research and risk analysis, undertakes a credit analysis of the Region of Waterloo on an annual basis. The annual credit rating delivered by Moody’s provides information to the Canadian capital market in regard to debt issued by the Regional Municipality of Waterloo. Moody’s released its most recent report on the Region’s credit rating on February 24, 2016. The Region continues to be rated Aaa with a stable outlook, a rating held by the Region since December 2000.

The recent Moody’s report (Attachment 1 to this report) notes that the Region’s Aaa rating “is supported by (1) prudent fiscal management and long-term planning practices, (2) a track record of positive operating outcomes and (3) the region’s diverse and wealthy economic base.” The report notes that “if the region’s 2016-2025 capital plan comes to fruition, debt burden will remain elevated but relatively stable near current levels over the next few years.” The report also expressed Moody’s view that “the projected elevated debt levels do not materially alter Waterloo’s credit profile and remain manageable within the region’s current fiscal framework.”
The report does acknowledge that a “material increase in debt beyond current expectations, a sustained weakening of the region’s operating performance, or a decline in the level of cash and investments relative to debt below current levels could apply downward pressure on the rating.” In other words, increasing the Region’s Reserve Fund balances and optimizing debt issuance are key factors in maintaining the Aaa rating in the future. Accordingly, staff continues to review and monitor the capital program to ensure debt levels are sustainable and do not have an adverse impact on the Region’s credit rating. Staff are undertaking further work in 2016 to advance funding strategies in order to enhance the Region’s long-term financial sustainability.

The initiatives (as outlined in Report COR-FSD-16-04 dated February 2, 2016) include:

- Development Charges Background Study for Transit and Waste Diversion
- Annual Adequacy of RDC Collections Review and 2015 Regional Development Charge Transaction Report
- Capital Financing Principles
- Master Plans
- Reserve and Reserve Fund Policy Update
- Corporate Asset Management Program
- Optimization of Water Services Capital Program Delivery

Staff also monitor operating performance on a regular basis with several reports to Committee throughout the year.

**Corporate Strategic Plan:**

Maintaining the Aaa credit rating aligns with the Corporate Strategic Plan objective of ensuring Regional programs and services are efficient, effective and provide value for money under Focus Area 5 - Responsive and Engaging Government Services.

**Financial Implications:**

The rating allows the Region to borrow in the capital markets for its own purposes and on behalf of the seven area municipalities at the lowest possible cost.

**Other Department Consultations/Concurrence:** Nil

**Attachments:**

Attachment 1 – Moody’s Investors Service Credit Opinion (February 24, 2016)

**Prepared By:** Angela Hinchberger, Director of Treasury Services/Deputy Treasurer

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Attachment 1 – Moody’s Investor’s Services Credit Opinion (February 24, 2016)

Waterloo, Regional Municipality of

Update to Discussion of Key Credit Factors

Summary Rating Rationale

The Regional Municipality of Waterloo’s Aaa senior unsecured rating is supported by (1) prudent fiscal management and long-term planning practices, (2) a track record of positive operating outcomes and (3) the region’s diverse and wealthy economic base.

Waterloo’s net direct and indirect debt stood at 87% of operating revenue at the end of 2014. The region’s cash reserves have declined over the last few years as a result of higher capital spending, which has reduced cash and investments to around 54% of net direct and indirect debt at year-end 2014. However, we expect liquidity to stabilize at current levels.

If the region’s 2016-2025 capital plan comes to fruition, debt burden will remain elevated but relatively stable near current levels over the next few years, reflecting the region’s investment in rapid transit and municipal infrastructure to service a growing population demand. In our view, the projected elevated debt levels do not materially alter Waterloo’s credit profile and remain manageable within the region’s current fiscal framework.

National Peer Comparisons

The Regional Municipality of Waterloo is rated at the high end of Canadian municipalities, whose ratings remain in the narrow range of Aaa to Aa2. While Waterloo exhibits a higher debt burden and lower liquidity than some of its Aaa-rated national peers, the region
MOODY'S INVESTORS SERVICE

consistently posts strong operating results with a history of consolidated operating surpluses. The institutional framework governing municipalities in Ontario is mature and well-developed, similar to that in other Canadian municipalities where Moody's rates municipal governments.

Credit Strengths

» Diverse and robust local economy
» Track record of consistent, positive operating results
» Strong governance and management practices
» Mature and supportive institutional framework governing municipalities in Ontario

Credit Challenges

» Capital plan requires additional debt issuance and use of reserves, but debt burden and liquidity levels are expected to stabilize
» Operating results not immune to expenditure pressure

Rating Outlook

The rating outlook is stable.

Factors that Could Lead to a Downgrade

A material increase in debt beyond current expectations, a sustained weakening of the region's operating performance, or a decline in the level of cash and investments relative to debt below current levels could apply downward pressure on the rating.

Key Indicators

<table>
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<tr>
<th>Exhibit 2 - Waterloo, Regional Municipality of</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
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<tr>
<td>Net Direct and Indirect Debt/Operating Revenue (%)</td>
<td>43.5</td>
<td>46.9</td>
<td>52.7</td>
<td>68.9</td>
<td>87.3</td>
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<td>Gross Operating Balance/Operating Revenue (%)</td>
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<td>Cash Finishing Surplus/Required/Total Revenue (%)</td>
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<td>(4.0)</td>
<td>(8.6)</td>
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<td>(14.2)</td>
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<td>Interest Payments/Operating Revenue (%)</td>
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<td>1.5</td>
<td>1.3</td>
<td>1.6</td>
<td>1.9</td>
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<tr>
<td>Debt Service/Total Revenue (%)</td>
<td>3.9</td>
<td>4.5</td>
<td>5.2</td>
<td>5.6</td>
<td>6.1</td>
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<td>Capital Spending/Total Expenditures (%)</td>
<td>21.1</td>
<td>27.3</td>
<td>28.4</td>
<td>23.6</td>
<td>34.9</td>
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<tr>
<td>Self-Financing Ratio</td>
<td>1.0</td>
<td>0.8</td>
<td>0.7</td>
<td>0.6</td>
<td>0.6</td>
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</table>

Source: Moody's / Financial Statements

Detailed Rating Considerations

The Aaa rating assigned to the Regional Municipality of Waterloo combines the baseline credit assessment (BCA) for the municipality of Aaa and the likelihood of extraordinary support coming from the provincial government of Ontario (Aa2 negative) in the event that the municipality faced acute liquidity stress.

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on www.moodys.com for the most updated credit rating action information and rating history.
Ratings

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<th>Category</th>
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<td>WATERLOO, REGIONAL MUNICIPALITY OF</td>
<td></td>
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<tr>
<td>Outlook</td>
<td>Stable</td>
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<tr>
<td>Senior Unsecured - Dom Carr</td>
<td>Aaa</td>
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</table>

Profile

The Regional Municipality of Waterloo comprises three cities: Cambridge, Kitchener and Waterloo; and four townships: North Dumfries, Wellesley, Wilmot and Woolwich. Waterloo's population has grown steadily over the last five years (CAGR 2009-2014 of around 1.2%) and reached 568,500 in 2014. Waterloo is also a key area of the Ontario Places to Grow plan, and the region's population is expected to exceed 740,000 by 2031. The region has historically outperformed Ontario on a number of economic and labor market indicators, with strong GDP growth and high GDP per capita. In 2014, the region's unemployment rate measured 6.4%, below the provincial average of 7.3%.

Baseline Credit Assessment

DIVERSE AND ROBUST LOCAL ECONOMY

Waterloo benefits from its proximity to Toronto, Canada's largest commercial and financial center, as well as to the US. Waterloo's local economy is diverse with a sound manufacturing and technology base. The technology sector has seen rapid growth in the region, with high-tech employment growing more than 40% between 2003-2014. The region's economy also benefits from a significant presence of other sectors, including insurance, business and financial services, health care and higher education. The presence of several post-secondary institutions, including the University of Waterloo, Wilfrid Laurier University and Conestoga College, also continues to support the technology sector. The largest private employers in the region are Toyota, BlackBerry, Sun Life Financial and Manulife Financial, with each over 2,500 employees. Waterloo continues to benefit from the presence of over 1,000 high-tech companies in the region, employing around 30,000 people.

The total value of new residential and non-residential construction activity rose sharply in 2014, up 65% from 2013 levels. The increase was driven by buoyancy in both the non-residential and residential segments. Non-residential permits were supported by strong commercial and industrial activity for new floor space, while residential activity was supported by low mortgage rates and high demand for apartments and student housing. Over the next several years, the region remains focused on the construction of the rapid transit system which should support regional development and construction activity.

TRACK RECORD OF CONSISTENT, POSITIVE OPERATING RESULTS

Waterloo's stable operations and sound fiscal management have supported healthy fiscal outcomes. Cross operating surpluses averaged around 8.2% of operating revenue in the period 2010-2014. Operating revenues in 2014 were up 4.3% year-over-year and benefited from increases in user fees and taxation revenue. Revenues from predictable property taxes and user fees continue to account for approximately 75% of annual operating revenue. The region's expenditures in 2014 increased at a more measured pace, up 1.7% year-over-year, with social and family services and transportation accounting for nearly half of the expenditures.

Waterloo's Regional Council approved an average property tax increase of 2.96% for 2016 on the back of a 2.58% increase in 2015. We expect that operational cost pressures and capital requirements from servicing a growing population and from general cost inflation will continue to require a combination of tax increases and efficiency measures. Through the region's multi-year planning and budgeting process, expenditure pressures are identified early on. We expect the region will continue to post positive operating results over the next few years.
STRONG GOVERNANCE AND MANAGEMENT PRACTICES

Similar to other highly rated municipalities in Ontario, Waterloo displays strong governance and management characteristics. In addition to long-term planning for capital and operating budgets and a history of meeting fiscal targets, management adheres to conservative debt and investment management policies, thus limiting the region’s exposure to market-related risks and ensuring relatively smooth debt servicing costs. These fiscal management measures are also supported by comprehensive, transparent and timely financial reporting. In addition, the group is closely managing the execution of its large and complex light rail transit project. This provides comfort that the region retains sufficient management resources to oversee a successful execution, with limited time overruns, of the project.

MATURE AND SUPPORTIVE INSTITUTIONAL FRAMEWORK GOVERNING MUNICIPALITIES IN ONTARIO

The institutional framework governing municipalities in Ontario is mature and highly developed. The division of roles and responsibilities between the province and municipalities is clearly articulated. Historically, changes to the institutional framework have occurred at a measured, evolutionary pace, following discussions between both parties. Nevertheless, in certain cases, changes have occurred more rapidly.

Waterloo’s creditworthiness benefits from the stability inherent in the provincial institutional framework. Provincial legislation dictates a high degree of oversight, including limits on debt servicing costs, while policy flexibility on both the revenue and expenditure sides of the ledger helps Waterloo manage pressures as they arise.

CAPITAL PLAN REQUIRES ADDITIONAL DEBT ISSUANCE AND USE OF RESERVES, BUT DEBT BURDEN AND LIQUIDITY LEVELS ARE EXPECTED TO STABILIZE

At year-end 2014, Waterloo had net direct and indirect debt of CAD760.5 million, or 87% of operating revenue. If Waterloo’s CAD3.3 billion 2016-2025 capital plan comes to fruition, we anticipate that net direct and indirect debt would remain relatively stable at current levels in the medium term at around 85%. This level of debt burden reflects the region’s plan to finance approximately one third of its capital plan through phased debenture issuances. We note that the 2016-2025 capital plan is nearly CAD400 million lower than last year’s capital plan, and the peak debt burden of 87% in 2014 is below our previous estimate of around 100% in 2018, as the region is looking to obtain future efficiencies through a greater reliance on pay-as-you-go financing. In our view, despite the increase in debt burden over the last few years, the projected debt levels will remain manageable within Waterloo’s current fiscal framework.

At the end of 2014, cash and investments totaled CAD413.5 million, equivalent to 5-4% of net direct and indirect debt and 52% of operating expenditures. The region’s cash reserves have depleted from a net cash position over the last few years as a result of higher capital spending. The region plans to continue utilizing reserves and reserve funds to finance a portion of its capital plan, however we expect that liquidity will stabilize near current levels in the medium term. Nevertheless, a weakening of the region’s liquidity position beyond current expectations could exert downward pressure on the region’s rating.

Waterloo, like other Canadian municipalities, benefits from the current low-interest rate environment and as such its interest burden (1.9% of operating revenue in 2014) has remained under 2% over the last few years despite an increase in debt. We expect that Waterloo’s debt burden will remain manageable thanks to a low interest burden even as the region’s debt continues to increase over the next few years, a key supportive factor to its credit profile.

Included in the capital plan is the region’s rapid transit project with the goal of improving transportation between the three major urban centers in the region. Construction activity for Stage 1 of the project started in 2014 and is expected to be completed in 2017. The total cost of building and operating the light rail transit will amount to around CAD1.9 billion for 30 years and the region anticipates incurring approximately CAD235 million of debt and F3 liabilities for the project.

OPERATING RESULTS NOT IMMUNE TO EXPENDITURE PRESSURE

Similar to other growing regions, Waterloo’s operating results continue to be impacted by operational cost pressures, program and service costs and infrastructure needs. In 2014, the region engaged KPMG to undertake a regional Service Review of its programs and services which was completed in the fall of 2015. The recommendations of the Service Review, which the region is currently implementing, encompass various cost savings and sharing opportunities including the restructuring of certain service agreements.
**Extraordinary Support Considerations**

While Waterloo’s BCA of aa already places the regional municipality in the Aaa rating bracket, we also consider the likelihood of extraordinary support coming from the Province of Ontario (Aa2 negative) to prevent a default by Waterloo. Moody’s assigns a high likelihood of extraordinary support based on our assessment of the risk to the province’s reputation as a regulator of municipalities and incentive for the provincial government to minimize the risk of potential disruptions to capital markets if Waterloo, or any other municipality were allowed to default.

**Output of the Baseline Credit Assessment Scorecard**

In the case of Waterloo, the BCA matrix generates an estimated BCA of aa1, close to the BCA of aaa assigned by the rating committee. The matrix-generated BCA of aa1 reflects (i) an idiosyncratic risk score of 2 (presented below) on a 1 to 9 scale, where 1 represents the strongest relative credit quality and 9 the weakest; and (ii) a systemic risk score of Aaa, as reflected in the sovereign bond rating for Canada.

The idiosyncratic risk scorecard and BCA matrix, which generate estimated baseline credit assessments from a set of qualitative and quantitative credit metrics, are tools used by the rating committee in assessing regional and local government credit quality. The credit metrics captured by these tools provide a good statistical gauge of stand-alone credit strength and, in general, higher ratings can be expected among issuers with the highest scorecard-estimated BCAs. Nevertheless, the scorecard-estimated BCAs do not substitute for rating committee judgments regarding individual baseline credit assessments, nor is the scorecard a matrix for automatically assigning or changing these assessments. Scorecard results have limitations in that they are backward-looking, using historical data, while the assessments are forward-looking opinions of credit strength. Concomitantly, the limited number of variables included in these tools cannot fully capture the breadth and depth of our credit analysis.

**Rating Methodology and Scorecard Factors**

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<tr>
<th>Waterloo, Regional Municipality of Baseline Credit Assessment</th>
<th>Score</th>
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<th>Sub-factor Total</th>
<th>Factor Weighting</th>
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<td>Economic strength</td>
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<td></td>
<td>Economic volatility</td>
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<td>Factor 3: Financial Performance and Debt Profile</td>
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<td>30%</td>
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<td>87.30</td>
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Region of Waterloo
Corporate Services
Financial Services and Development Financing

To: Regional Chair Ken Seiling and Members of Regional Council
Date: March 2, 2016  File Code: F01-80
Subject: 2016/17 Provincial Budget

Recommendation:
For Information

Summary:
The Province tabled its 2016/17 budget on February 25, 2016. Certain announcements made in the budget contain measures that will impact municipalities, including the Region of Waterloo. This report provides an overview of these announcements and highlights the specific measures that may impact the Region.

Report:
On February 25, 2016, the Finance Minister, Honourable Charles Sousa, delivered the 2016/17 Ontario Budget at Queen’s Park. An overview of anticipated impacts on municipalities is provided herein and where possible, any possible impacts on the Region of Waterloo are identified. It is interesting to note that the Region of Waterloo, its area municipalities or organizations within its geographical boundaries were referenced directly or indirectly in approximately 15 instances within the 2016/17 budget document. These have been catalogued and are presented in Appendix A.

2016/17 Ontario Budget Highlights
For 2016, the Province of Ontario has reduced its spending estimates from the 2015 budget plan and still plans to eliminate the deficit by 2017/18 as outlined in the following table:
The Province’s 2015/16 budget projected a deficit of $4.8 billion which has now been reduced by $0.5 billion to $4.3 billion. The 2015/16 plan included a $1.0 billion transfer to reserve as protection against potential adverse changes in estimates (since the 2015/16 fiscal period is nearing a close, this reserve provision has been reduced to $0.2 billion as indicated in the above table). For 2016/17, this transfer to reserve has been maintained at $1.0 billion.

The Province of Ontario’s 2016 plan focuses on increased investment in infrastructure, job creation programs, development of a highly skilled workforce, improvements to health care, poverty reduction strategies, and introduces measures to facilitate a low carbon economy. The plan outlines several initiatives which intersect the service mandates of municipalities and may impact the Region of Waterloo in coming budgets.

**Transportation Infrastructure**

The 2016 budget plan provides for increased funding over the 2015 plan from $130 billion over 10 years (2014/15 to 2023/24) to over $137 billion over 10 years (2016/17 to 2025/26) which is the largest investment in public infrastructure in the Province’s history. Within this funding envelope is a continued Provincial commitment to supporting municipal transportation systems.

The Province reiterated its commitment to the ION Rapid Transit project and offered its commitment to engage in on-going discussions with the Region on other transit priorities, such as a proposed transit hub that will connect ION, Grand River Transit, GO Transit, and other intercity bus carriers. Coincident with this initiative is the planned implementation of two-way, all-day rail services on the Kitchener and Milton GO corridors, subject to agreement with freight rail partners as well as new and improved GO bus connections to the GO rail network for communities such as Brantford and...
Cambridge.

Expansion of the Ontario Community Infrastructure Fund (OCIF) will occur in the spring of 2016 such that the funding level is planned to reach $300 million per year by 2018/19 from $100 million in 2015/16. Small, rural and northern municipalities are able to access this funding to build and repair critical infrastructure and the four rural townships within the Region are, therefore, eligible to submit project applications to this fund. Additionally, through the Small Communities Fund, the Province and the Federal government are each providing $272 million to provide infrastructure funding for communities with a population smaller than 100,000 and the four rural townships are, again, eligible for this fund.

To promote active transportation projects, the Province has created a new streamlined process for municipalities to submit proposals for environmental assessment on trails and paths in an effort to reduce the carbon footprint through investment in cycling infrastructure.

**Energy**

1. **Low-Carbon Economy**

The Province plans to auction carbon allowances in 2017 and is proposing a cap-and-trade program to promote investment in green projects, reward innovation, and ensure that energy consumers are able to transition to a low-carbon economy. An estimated $1.9 billion annually in auction proceeds will go toward investments that are green and sustainable in nature, including supporting public transit and transportation infrastructure, promoting active transportation infrastructure, and building infrastructure for zero-emission, plug-in hybrid vehicles, and low carbon alternate fuels to encourage adoption of these alternatives. The Region may well have projects that would qualify for funding through this program once it is established.

In addition, $20 million is available through the $325 million Green Investment Fund for more public charging stations for electric vehicles. The fund also includes $92 million for social housing retrofits. Eligibility criteria for application under the social housing retrofit program include buildings over 150 units or single family dwellings with electricity as the primary fuel for heating where the tenant is responsible for paying utility bills. Staff has reviewed the inventory of social housing units with respect to these eligibility criteria and has concluded that none of the Regionally owned units would qualify, and that a small number of units owned by non-profit and co-operative social housing partners in the region may qualify.

2. **Energy Costs**
Debt retirement charges on hydro electricity bill are slated to be removed for various hydro consumers. For residential consumers, this date is as of January 1, 2016 and is anticipated to result in savings of $70 per year for a typical residential consumer. For commercial, industrial and all other consumers, the effective date of removal of the charge is April 1, 2018.

**Housing and Homelessness**

$178 million has been set aside for three years under Ontario's Long-Term Affordable Housing Strategy which includes:

- Supporting construction of up to 1,500 new supportive housing units;
- $2.4 million to pilot a new portable housing benefit for those fleeing domestic violence; and
- Enhancements to local funding of the Community Homelessness Prevention Initiative (CHPI) by $45 million over three years.

A total of $10 million is also available for projects related to homelessness through the Local Poverty Reduction Fund over the course of 2016 and 2017.

**Seniors’ Services**

The Province is committing to further investment in long-term care residents’ needs with a 2.0 per cent increase in funding for the next three years to support behavioural and ethno-cultural needs as well as an additional $10 million annually for Behavioural Supports Ontario to help long-term care residents suffering with dementia and other complex behaviours and neurological conditions.

To improve care to seniors outside of an institutional setting, the Province plans to continue to fund growth in community-based care at approximately five per cent per year to 2017/18.

**Income Support**

The Province has committed to continue the social assistance upload which will be complete in 2018. Social assistance rates for Ontario Disability Support Program (ODSP), Assistance for Children with Severe Disabilities (ACSD) and Ontario Works (OW) recipients will increase by 1.5 per cent. The effective date of this increase for ODSP and ACSD recipients is September 1, 2016 and for OW recipients, it is October 1, 2016. Municipalities will not be required to cost share this increase until January 1, 2017 at which point the provincial funding share will be 97.2%. The net tax levy impact to the Region in 2017 is estimated to be $59,000 and will be reduced to zero in 2018 due to the completion of social assistance upload.
The Province will provide a top-up to those with the lowest social assistance rates – singles with no children receiving OW – to bring their total increase to $25 per month. The rules will also be changed for families with children receiving social assistance benefits and child support payments to reduce clawbacks. The impact to the Region for both of these changes can not be determined at this time as details of these changes have not yet been communicated.

**Child Care and Early Learning**

The Province announced that it will be creating over 4,000 new licensed childcare spaces in local schools to make the transition to full-day kindergarten easier. In addition, it plans to provide $333 million over five years to redesign and consolidate autism services for children and youth.

**Property Tax and Assessment System**

The Province is working with municipalities to strengthen Ontario’s property tax assessment system. Enhancements being considered include providing municipalities increased flexibility to adjust capping programs as announced in November 2015 and further review of the Vacant/Excess Land Subclasses which are eligible for a lower property tax rate and the Vacant Unit Rebate which provides a rebate of property taxes to property owners who have eligible vacancies in commercial/industrial buildings/land. Following this review, the Province is planning to introduce a legislative framework to provide additional municipal flexibility in these programs in order to reflect local needs. Improvements to property tax rate calculations are also being introduced which will be aimed at reducing unintended consequences of in-year assessment changes such as assessment appeal losses.

**Refugee Settlement**

The Province is increasing the amount committed to assisting refugees settle in Ontario from $10.5 million to $12.5 million. In addition to international relief efforts, these funds will also directly support refugees and their sponsor organizations.

**Private Sector Research and Development Investments in the Region**

The Province is supporting technological innovation by investing in two ventures that have locations within the Region of Waterloo:

- The Perimeter Institute will receive $50 million in funding over the next five years
- Establishment of an Advanced Manufacturing Consortium with a partnership investment of $50 million. The partnership includes McMaster, Waterloo, and Western universities as well as industry participants.
Corporate Strategic Plan:

The Provincial Budget has the potential to impact several elements of the Corporate Strategic Plan including:

1.1 Support existing businesses and attract new employers and investments (to stay, grow, thrive and prosper)
2.1 Create a public transportation network that is integrated, accessible, affordable and sustainable
2.2 Improve inter-city rail transportation services to and from Waterloo Region
2.3 Build infrastructure for, and increase participation in, active forms of transportation (cycling and walking),
4.1 Support early learning and child development.
4.2 Mobilize efforts to reduce poverty and the impacts it has on Waterloo Region residents.
4.3 Increase the supply and range of affordable and supportive housing options.

Financial Implications:

The full financial impact on Waterloo Region will become clearer as details are released by individual ministries. Staff will continue to monitor these budget proposals and will report to Council as required and/or include impacts in the Region’s 2017 Budget.

Other Department Consultations/Concurrence: Nil

Attachments: Appendix A – References to the Region in the 2016/17 Budget

Prepared By: Cheryl Braan, Manager of Budgets and Performance Measurement

Approved By: Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
Appendix A – References to the Region in the 2016/17 Budget

Page 4

“In 2015, Toyota invested $421 million to upgrade and expand capacity at its motor vehicle assembly plants in Cambridge and Woodstock, creating and retaining more than 8,000 jobs.”

“In 2015:

- Google Canada announced an expansion of its workforce in Waterloo to 400 workers, up from four workers 10 years ago. Its new Waterloo facility has the capacity for 1,000 employees.

- Ottawa-based Shopify, a leading e-commerce platform, announced the opening of a new office in Waterloo that will employ 300 workers.”

Page 8

“Ontario is taking steps in this Budget to build upon its R&D capacity in innovative technologies by:

- Investing $50 million at the Perimeter Institute, a world-leading research centre for theoretical physics, to provide funding through 2020–21. Its research will help foster the next generation of information technology advancements in areas such as quantum computing.

- Investing $35 million over the next five years to establish a $50 million partnership in the Advanced Manufacturing Consortium. The Consortium will include three Ontario universities — McMaster, Waterloo and Western. This industry–academic collaboration will focus on long-term industrial innovation projects to make Ontario a leader in fields such as additive manufacturing and digital components and devices.”

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“Supporting Ontario’s Innovation SuperCorridor

Ontario’s Innovation SuperCorridor extends from London and Waterloo Region in the west through Toronto to Ottawa in the east. Together, the corridor represents Canada’s most innovative region, with dense pockets of startups, research institutions and world-class talent. To ensure its continued success, Ontario will work with partners to enhance the connectivity of the corridor, enabling it to compete fully against the world’s biggest technology hubs. For example, this includes working with Metrolinx and freight partners to explore potential improvements to GO rail services along the Toronto–Kitchener corridor.
The government recently appointed the Honourable David Collenette, former federal transport minister, as a special adviser to assist in bringing high-speed rail to the Toronto, **Kitchener–Waterloo**, London and Windsor corridor as part of the Province’s Moving Ontario Forward plan. To inform his advice, Mr. Collenette is working with private-sector stakeholders, municipalities and First Nations and Métis partners. Consultation sessions started in February 2016 and Mr. Collenette will provide his advice to the Province in fall 2016…"

**Pages 63 & 64**

“The Province is investing in a number of ongoing and additional transportation projects, including:

Southwestern Ontario:

- Advance work to facilitate construction of the new four-lane alignment on Highway 7 between **Kitchener** and Guelph
  
  …
  
  - Expansion of Highway 401 from six to 10 lanes from Hespeler Road easterly to Townline Road in **Cambridge**, including high-occupancy vehicle (HOV) lanes. Construction is anticipated to start in 2018.’’

**Page 67**

“A portion of the funding for GO RER will support planning, design and early construction on GO rail corridors, including the following projects that are currently underway:

…

- Additional track on the **Kitchener** corridor…”

**Page 71**

“The Province will continue working with regions, communities, other levels of government, and private partners to design and select the next generation of infrastructure investments that will improve the competitiveness of Ontario’s communities, enhance productivity, promote innovation and develop new economic opportunities, such as:

- Subject to agreement with freight rail partners, two-way, all-day rail services on the **Kitchener** and Milton GO corridors, and extension of GO rail service to Niagara and Bowmanville;

- New and improved GO bus connections to the GO rail network for communities such as Brantford and **Cambridge**…”
Page 75

“Supporting Municipal Transportation Systems

The Province is supporting key municipal transit projects.

…

- Work is underway for ION, the Region of Waterloo’s 36-kilometre rapid transit project, with about 5.3 kilometres of LRT track in place in Kitchener and Waterloo. The Province will continue to have discussions with the Region on other transit priorities such as a proposed transit hub that could connect ION, Grand River Transit, GO Transit and other intercity bus carriers…”

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“As of winter 2016, approximately 200 major capital school projects are either being planned or underway across Ontario, including projects that incorporate a community hub model. Examples of projects include:

…

- $21 million to replace two schools in Cambridge and Ayr, including 176 new child care spaces…”

Page 80

“Examples of Hospital Projects in Planning or Underway

…

The expansion and redevelopment at Cambridge Memorial Hospital will improve access to health care services for patients in Cambridge by increasing the number of beds, doubling the size of the emergency department to better meet the needs of patients in the region, expanding laboratory and diagnostic imaging services to help patients receive their results on-site sooner, and improving the hospital’s medical training facilities.”
Region of Waterloo
Corporate Services
Treasury Services (Procurement)

To: Regional Chair Ken Seiling and Members of Regional Council

Date: March 2, 2016  File Code: F18-40

Subject: Co-operative Proposal 2014-211 Office Multi-Function Devices (MFD) and Production Equipment

Recommendation:

That the Regional Municipality of Waterloo accept the proposal of Xerox Canada for the Co-operative Proposal 2014-211 Office Multi-Function Devices (MFD) and Production Equipment for a five (5) year period effective March 3, 2016 in the estimated amount of $338,325.60, or $67,665.12 per year plus all applicable taxes.

Summary: Nil

Report:

The Ontario Education Collaborative Marketplace (OECM) issued a Co-operative Request for Proposal for Office Multi-Function Devices (MFD) and Production Equipment. Seven (7) proponents submitted proposals. OECM subsequently entered into Province wide agreements with the following two (2) preferred proponents.

Ricoh Canada Inc. Mississauga, ON
Xerox Canada Toronto, ON

Staff reviewed the bid submissions from the two (2) preferred proponents. The submission from Xerox Canada best meets Corporate Publishing’s technical and financial requirements.

Production equipment typically has a higher range of printing speeds with varying output sizes along with specialized set up software, has multiple output methods (i.e. jpg, tiff,
pdf) to produce in higher volumes, and has finishing equipment such as book making and folding.

Corporate Publishing has one (1) colour and two (2) black and white printers. The colour and one black and white printer are coming off lease and will be replaced. The remaining black and white printer is currently under an existing lease agreement with Xerox that finishes in March 2017. Staff will determine at that time if a replacement black and white printer is required.

The proposed contract is for a five (5) year term with no renewal options, commencing March 3, 2016 and ending March 2, 2021. The contract includes service, maintenance, and toner for the duration of the contract. The lease and per click (number of impressions taken) costs are firm for the first three (3) years of the contract. The proponent may request a one time price increase in years 4 or 5 which reflects changes in raw materials or operational adjustments due to new or changed municipal, provincial, or federal regulations, by-laws, or ordinances. Fixed costs or overhead adjustments will not be considered. The proposed Xerox contract under the OECM agreement provides estimated annual savings for service/click and lease costs of $20,400. Over the five (5) year period savings, are estimated at $102,000.

The Purchasing By-law, Part X – Co-operative Purchasing states that the Chief Purchasing Officer may enter into arrangements with any government body, ministry, agency, board, corporation, or authority on a co-operative or joint basis for the acquisition of goods or services where there are economic advantages in so doing that are in the best interests of the Region and the method of acquisition to be used is a competitive method similar to those described in the Purchasing by-law.

**Corporate Strategic Plan:**

Award of this contract meets the 2015-2018 Corporate Strategic Plan objective to ensure Regional programs and services are efficient, effective and provide value for money under Strategic Focus Area 5, Responsive and Engaging Government Services.

**Financial Implications:**

The following table identifies existing and expected costs, assuming all three (3) printers are replaced.
<table>
<thead>
<tr>
<th>Service/Click</th>
<th>Existing Monthly Service/Click Costs</th>
<th>New Monthly Service/Click Costs</th>
<th>Monthly Savings</th>
<th>Annual Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black &amp; White (2 units)</td>
<td>$1,500</td>
<td>$1,200</td>
<td>$300</td>
<td>$3,600</td>
</tr>
<tr>
<td>Colour (1 unit)</td>
<td>$2,100</td>
<td>$1,550</td>
<td>$550</td>
<td>$6,600</td>
</tr>
<tr>
<td><strong>Total Monthly Cost and Savings</strong></td>
<td><strong>$7,300</strong></td>
<td><strong>$5,550</strong></td>
<td><strong>$1,750</strong></td>
<td><strong>$21,000</strong></td>
</tr>
</tbody>
</table>

2014-211 – Estimated Annual Cost $67,700

Plus: Applicable Net HST of 1.76% 1,200

Total $68,900

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

The Region’s approved 2016 Corporate Publishing operating budget includes $78,850 for equipment rental and photocopier costs. Of that amount $70,000 has been allocated for photocopy equipment. The cost of this proposal is within the budget amount allocated for equipment rental and photocopier costs. If it is determined that one (1) of the black and white units is no longer required, additional savings would be realized and incorporated into future operating budgets.

**Other Department Consultations/Concurrence:**

Corporate Publishing staff were consulted in the preparation of this report.

**Attachments:** Nil

**Prepared By:** Lisa Evans, Manager, Procurement/Chief Purchasing Officer

**Approved By:** Craig Dyer, Commissioner, Corporate Services/Chief Financial Officer
The Regional Municipality of Waterloo
Planning and Works Committee

Summary of Recommendations to Council

The Planning and Works Committee recommends as follows:

1. That the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for proposed improvements to Fischer-Hallman Road from Bleams Road to Plains Road in the City of Kitchener:
   a) Approve the Recommended Design Alternative for Fischer-Hallman Road as outlined in Report TES-DCS-16-05;
   b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in 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; and,
   c) Upon completion of construction, that The Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended to:
      a) Remove from Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 375m south of Bleams Road (Regional Road 56);
      b) Remove from Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 375m south of Bleams Road (Regional Road 56) to 500m north of New Dundee Road (Regional Road 12);
      c) Add to Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Huron Road;
      d) Add to Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Huron Road to 500m north of New Dundee Road (Regional Road 12);
      e) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Huron Road, Through/Left and Through/right;
f) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Huron Road, Through/Left and Through/right;

g) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Seabrook Drive, Through/Left and Through/right;

h) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Seabrook Drive, Through/Left and Through/right;

i) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Rosenberg Way, Through/Left and Through/right;

j) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Rosenberg Way, Through/Left and Through/right; and,

d) Upon completion of development and construction of the roundabout at Fischer-Hallman Road (Regional Road 58) and Street 1 (as known today), that The Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended to:

a) Remove from Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Huron Road;

b) Remove from Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Huron Road to 500m north of New Dundee Road (Regional Road 12);

c) Add to Schedule 18, Rate of Speed, 60km/h on Fischer-Hallman Road (Regional Road 58) from Activa Avenue to 400m south of Street 1 (as known today);

d) Add to Schedule 18, Rate of Speed, 80km/h on Fischer-Hallman Road (Regional Road 58) from 400m south of Street 1 (as known today) to 500m north of New Dundee Road (Regional Road 12);

e) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) northbound at Street 1 (as known today), Through/Left and Through/right; and,
f) Add to Schedule 16, Lane Designation, on Fischer-Hallman Road (Regional Road 58) southbound at Street 1 (as known today), Through/Left and Through/right.

e) During design phase staff be directed to take the following action:
   - Review the possible transition of the road designation from access prohibited to access regulated in accordance with Controlled Access By-law 58-87;
   - Review the possibility for a left-in at Williamsburg Cemetery and Portuguese Club on Fischer-Hallman Road; and
   - Consideration of Level 2 crosswalk for pedestrian access.


3. That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for an access on the west side of Regional Road #33 (Townline Road), approximately 270 metres north of Saginaw Parkway in the City of Cambridge, as describe in Report No. PDL-CPL-16-10, dated February 23, 2016.

4. That the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a temporary construction access on the east side of Regional Road #54 (Lackner Boulevard) directly opposite Corfield Drive, in the City of Kitchener, as described in Report No. PDL-CPL-16-11, dated February 23, 2016.

5. That the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a temporary access on the west side of Regional Road #58 (Fischer-Hallman Road) approximately 220 metres south of Columbia Street in the City of Waterloo, as described in Report No. PDL-CPL-16-12, dated February 23, 2016.

6. That the Regional Municipality of Waterloo approve the following amendments to Controlled Access By-law #58-87, subject to site plan approval by the City of Kitchener, as described in Report No. PDL-CPL-13, dated February 23, 2016:
   a) delete an emergency access on the east side of Regional Road #70 (Ira Needles Boulevard) approximately 50 metres north of Regional Road #6 (Highland Road) in the City of Kitchener; and
b) approve a right-in, right-out only access on the east side of Regional Road #70 (Ira Needles Boulevard) approximately 127 metres north of Regional Road #6 (Highland Road), in the City of Kitchener.

7. That the Regional Municipality of Waterloo request from the Ontario Ministry of Transportation the transfer of Dundas Street South, from Branchton Road to the southeastern City of Cambridge Limit, to the Region of Waterloo in accordance with Report TES-TRP-16-06 dated February 23, 2016.

8. That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Franklin Boulevard from 200m North of Clyde Road to 200m North of Avenue Road (Year 2 North), and from 125m South of Champlain Boulevard to 200m South of Main Street (Year 2 South), in the City of Cambridge, in the Region of Waterloo as detailed in report PDL-LEG-16-12 dated February 23, 2016:

   a. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction of Franklin Boulevard and described as follows:

      Fee Simple Partial Taking:

      i. Part of Lot 7, Concession 12, being Parts 44, 53, 54 and 55 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);
      ii. Part of Lot 7, Concession 12, being Parts 40, 41 and 42 on 58R-18803 (Part of PIN 03813-0012 (LT)) (800 Franklin Boulevard, City of Cambridge);
      iii. Part of Lot 7, Concession 12, being Parts 27, 28, 29 and 30 on 58R-18803 (Part of PIN 03813-0013 (LT)) (710 Franklin Boulevard, City of Cambridge);
      iv. Part of Lot 7, Concession 12, being Parts 23, 24, 25 and 26 on 58R-18803 (Part of PIN 03813-0014 (LT)) (700 Franklin Boulevard, City of Cambridge);
      v. Part of Lot 7, Concession 12, being Part 22 on 58R-18803 (Part of PIN 03813-0015 (LT)) (692-696 Franklin Boulevard, City of Cambridge);
      vi. Part of Lot 7, Concession 12, being Part 21 on 58R-18803 (Part of PIN 03813-0016 (LT)) (686 Franklin Boulevard, City of Cambridge);
      vii. Part of Lot 15, Registered Plan 648, being Part 19 on 58R-18803 (Part of PIN 03813-0100 (LT)) (654 Franklin Boulevard, City of Cambridge);
      viii. Part of Lot 15, Registered Plan 648, being Part 18 on 58R-18803 (Part of PIN 03813-0101 (LT)) (650 Franklin Boulevard, City of Cambridge);
ix. Part of Lot 15, Registered Plan 648, being Part 17 on 58R- 18803 (Part of PIN 03813-0102 (LT)) (2 Athlone Road, City of Cambridge);

x. Part of Lot 1, Registered Plan 648, being Part 3 on 58R- 18800 (Part of PIN 03813-0120 (LT)) (1 Athlone Road, City of Cambridge);

xi. Part of Lot 15, Registered Plan 1415, being Part 56 on 58R- 18803 (Part of PIN 22657-0225 (LT)) (111 Bayne Crescent, City of Cambridge);

xii. Part of Lot 14, Registered Plan 1415, being Parts 58 and 61 on 58R- 18803 (Part of PIN 22657-0227 (LT)) (107 Bayne Crescent, City of Cambridge);

xiii. Part of Lot 1, Registered Plan 1498, being Part 16 on 58R- 18803 (Part of PIN 03825-0059 (LT)) (4 Hilborn Avenue, City of Cambridge);

xiv. Part of Lot 6, Registered Plan 609, being Part 13 on 58R- 18803 (Part of PIN 03825-0055 (LT)) (657 Franklin Boulevard, City of Cambridge);

xv. Part of Lot 10, Registered Plan 609, being Part 1 on 58R- 18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xvi. Part of Lot 5, Concession 10, being Part 4 on 58R- 18801 (Part of PIN 03842-0367 (LT)) (250-270 Dundas Street South, City of Cambridge);

xvii. Part of Block E, Registered Plan 1368, being Parts 14, 15 and 18 on 58R- 18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

xviii. Part of Lot 5, Concession 10, being Parts 6 and 11 on 58R- 18801 (Part of PIN 03842-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

xix. Part of Lot 1, Registered Plan 1433, being Part 4 on 58R- 18802 (Part of PIN 03843-0063 (LT)) (551 Champlain Boulevard, City of Cambridge);

xx. Part of Lot 5, Concession 10, being Parts 2 and 3 on 58R- 18801 (Part of PIN 03843-0008 (LT)) (330 Dundas Street South, City of Cambridge);

xxi. Part of Block 38, Registered Plan 58M-241, being Parts 14, 15 and 18 on 58R- 18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

xxii. Part of Lot 8, Registered Plan 1434, being Parts 1, 2 and 3 on 58R- 18802 (Part of PIN 03843-0042 (LT)) (550 Champlain Boulevard, City of Cambridge);

**Permanent Easement - Drainage:**

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, maintaining, inspecting, altering, moving, replacing, reconstructing, enlarging and repairing, as applicable, pipes, catch basins, swales, ditches and other works and appurtenances thereto for the purpose of the transfer or transmission and management of storm water, both above and below the ground and for every
such purpose and for all purposes necessary or incidental to the exercise of the rights hereby created, through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxiii. Part of Lot 7, Concession 12, being Parts 51 and 52 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);
xxiv. Part of Lot 7, Concession 12, being Part 64 on 58R-18803 (Part of PIN 03813-0014 (LT)) (700 Franklin Boulevard, City of Cambridge);
xxv. Part of Lot 1, Registered Plan 648, being Part 2 on 58R-18800 (Part of PIN 03813-0119 (LT)) (640 Franklin Boulevard, City of Cambridge);
xxvi. Part of Lot 4, Registered Plan 609 and Part of Block 76 Registered Plan 1498, being Part 1 on 58R-18800 (Part of PIN 03825-0132 (LT)) (639 Franklin Boulevard, City of Cambridge);
xxvii. Part of Block 38, Registered Plan 58M-241, being Part 23 on 58R-18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

Permanent Easement – Retaining Wall Maintenance:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, maintaining, inspecting, altering, moving, replacing, reconstructing, enlarging and repairing, as applicable, a retaining wall, noise barrier and/or fence, through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxviii. Part of Lot 10, Registered Plan 609, being Part 2 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);
xxix. Part of Lot 5, Concession 10, being Parts 7, 9 and 10 on 58R-18801 (Part of PIN 03824-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

Permanent Easement - Aerial:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon
the following properties for purposes of constructing, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining aerial hydro installations and infrastructure overhead, including cables, pipes, conduits of all kinds, all appurtenances thereto, and maintaining required clearance areas for same, herein referred to as the aerial utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xxx. Part of Lot 7, Concession 12, being Parts 47, 50 and 52 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

xxxi. Part of Lot 7, Concession 12, being Parts 35, 36, 37, 38, and 39 on 58R-18803 (Part of PIN 03813-0012 (LT)) (800 Franklin Boulevard, City of Cambridge);

xxxii. Part of Lot 7, Concession 12, being Parts 31, 32, 33 and 34 on 58R-18803 (Part of PIN 03813-0013 (LT)) (710 Franklin Boulevard, City of Cambridge);

xxxiii. Part of Lot 14, Registered Plan 1415, being Parts 59 and 60 on 58R-18803 (Part of PIN 22657-0227 (LT)) (107 Bayne Crescent, City of Cambridge);

xxxiv. Part of Lot 1, Registered Plan 1498, being Part 15 on 58R-18803 (Part of PIN 03825-0059 (LT)) (4 Hilborn Avenue, City of Cambridge);

xxxv. Part of Lot 10, Registered Plan 609, being Part 6 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xxxvi. Part of Lots 13 and 14, Registered Plan 1415, being Parts 62 and 63 on 58R-18803 (Part of PIN 22657-0228 (LT)) (103 Bayne Crescent, City of Cambridge);

xxxvii. Part of Lot 5, Concession 10, being Part 5 on 58R-18801 (Part of PIN 03842-0367 (LT)) (250-270 Dundas Street South, City of Cambridge);

xxxviii. Part of Block E, Registered Plan 1368, being Parts 7, 8, and 11 on 58R-18802 (Part of PIN 22673-0017 (LT)) (Land on SW Franklin Boulevard and Champlain Boulevard, City of Cambridge);

xxxix. Part of Lot 5, Concession 10, being Part 8 on 58R-18801 (Part of PIN 03824-0099 (LT)) (200 Franklin Boulevard, City of Cambridge);

xl. Part of Block 38, Registered Plan 58M-241, being Parts 19, 22 and 23 on 58R-18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

Permanent Easement - Anchor:

2076926
The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, laying down, installing, inspecting, repairing, altering, enlarging, replacing, correcting, operating, and maintaining hydro installations and infrastructure, both under ground and overhead, including cables, pipes, conduits of all kinds, all necessary poles, supporting wires and braces and other equipment and appurtenances thereto, herein referred to as the utility plant, which may be determined necessary from time to time through, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workmen and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:

xli. Part of Lot 7, Concession 12, being Parts 43, 45, 46,48 and 49 on 58R-18803 (Part of PIN 22656-0164 (LT)) (265 Avenue Road, City of Cambridge);

xlii. Part of Lot 6, Registered Plan 609, being Part 14 on 58R-18803 (Part of PIN 03825-0518 (LT)) (647 Franklin Boulevard, City of Cambridge);

xliii. Part of Lot 10, Registered Plan 609, being Parts 3, 4 and 5 on 58R-18803 (Part of PIN 03825-0007 (LT)) (721 Franklin Boulevard, City of Cambridge);

xliv. Part of Lot 10, Registered Plan 609, being Part 7 on 58R-18803 (Part of PIN 03825-0008 (LT)) (711 Franklin Boulevard, City of Cambridge);

xlv. Part of Block E, Registered Plan 1368, being Parts 9 and 10 on 58R-18802 (Part of PIN 22673-0017 (LT)) (Land on SW Franklin Boulevard and Champlain Boulevard, City of Cambridge);

xlvi. Part of Lot 5, Concession 10, being Part 1 on 58R-18801 (Part of PIN 03843-0286 (LT)) (350 Dundas Street South, City of Cambridge);

xlvii. Part of Block 38, Registered Plan 58M-241, being Parts 12, 13, 16, 17, 20 and 21 on 58R-18801 (Part of PIN 03845-0520 (LT)) (205, 225 & 235 Franklin Boulevard and 311 Dundas Street South, City of Cambridge);

b. Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);

c. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;

d. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

e. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of
the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if otherwise deemed appropriate in the opinion of the Commissioner of Transportation and Environmental Services and the Regional Solicitor; and
f. Do all things necessary and properly to be done and report thereon to Regional Council in due course.

9. That the Regional Municipality of Waterloo:

a) support proposed Bill151: the Waste-Free Ontario Act and Strategy and endorse the key comments/principles as outlined in Attachment 1 to Report TES-WMS-16-02 and authorize staff to advocate for those principles in consultation with the Ministry of Environment and Climate Change (MOECC) in order to recognize the concerns of municipalities in the process;

b) submit Report TES-WMS-16-02 to the Ministry of Environment and Climate Change in response to its posting of Bill151 and the draft strategy on the Environmental Bill of Rights Registry posting (EBR 012-5832) by the comment deadline of February 29, 2016; and,

c) submit Report TES-WM-16-02 to the Association of Municipalities of Ontario (AMO), the Regional Public Works Commissioners of Ontario (RPWCO), the Municipal Waste Association (MWA), the City of Toronto (Toronto), the Ontario Waste Management Association (OWMA) and the Members of Provincial Parliament that represent the Region of Waterloo.

10. That the Regional Municipality of Waterloo take the following actions with respect to the Environmental Assessment and Preliminary Design Study for University Avenue between Keats Way and Erb Street in the City of Waterloo:

a) Approve the Recommended Design Concept for the proposed reconstruction and widening of University Avenue from Keats Way to Erb Street as described in Report TES-DCS-16-03 dated February 23, 2016 with the exception that segregated cycling lanes be included in the Design Concept instead of buffered on-road cycling lanes.

b) Direct staff to file a Notice of Completion as required by the Municipal Class Environmental Assessment and place the project file on the public record for review for a period of 30 days.

11. That the Regional Municipality of Waterloo accept the proposal of eGovsolutions for P2015-31 Work Management System in the amount of $450,000 plus all applicable taxes.
12. That the Regional Municipality of Waterloo take the following actions with respect to the completion of a new Master Plan for the Region of Waterloo International Airport (ROWIA), as described in Report No. PDL-AIR-16-04, dated February 23, 2016:

   a) Establish an updated ROWIA Master Plan Steering Committee, including the appointment of the Chair of Planning and Works Committee, the Chair of Administration and Finance Committee, the Regional Council representative to the Aeronautical Noise Advisory Committee; and a local Council representative from each of the Cities of Cambridge, Kitchener, and Waterloo, and the Township of Woolwich, with additional members as described in this report;

   b) Increase the existing purchase order with WSP Canada (formerly MMM Group) by $100,000 to complete the draft Master Plan; and,

   c) Direct the ROWIA Committee to undertake the following public engagement initiatives:

      i. Hold a minimum of two public consultation sessions in the spring and fall of 2016 to update the public on the status of the ROWIA Master Plan and to seek input on options for the future of the ROWIA;

      ii. Use the Region of Waterloo’s new online consultation portal to present information and seek feedback from the community at large;

      iii. Consult with the ROWIA Business Advisory Committee and the Waterloo Region Economic Development Corporation.

13. That the Regional Municipality of Waterloo advise the Area Municipalities that the Region will consider the delegation of additional Planning Act approval authority upon the receipt of formal requests from an Area Municipal Council, in accordance with the terms and conditions approved by Regional Council, as described in Report PDL-16-01, dated February 23, 2016;

And That Regional staff report back with delegation requests made by Area Municipalities for formal consideration by Regional Council.

14. That the Regional Municipality of Waterloo endorse the recommended direction described in Report No. PDL-CPL-16-14, dated February 23, 2016, as the basis for advancing the development of the King-Victoria Multi-modal Transit Hub, subject to the receipt of senior level government funding, and including:

   a) Holding a Public Information Centre to update residents and adjacent land owners on the King-Victoria Multi-modal Transit Hub project, including
feedback on the Waterloo Street pedestrian access options, and invite the City of Kitchener to co-host and provide updates on associated planning initiatives;

b) Retaining Ontario Infrastructure and Lands Corporation (Infrastructure Ontario) to act as the Procurement Advisor for the construction of the King-Victoria Multi-modal Transit Hub project, on terms satisfactory to the Regional Solicitor, to an upset fee limit of $305,000 plus applicable taxes, and authorize the Commissioner of Planning, Development and Legislative Services and the Chief Financial Officer to enter into agreements with associated advisors, including Legal, Fairness and Design/Engineering services;

c) Amending the Region’s 2016-2025 capital budget and forecast to include the King Victoria Multi-Modal Transit Hub as set out in Attachment 2 to this report, and reflecting the Region’s intention to fund that portion of the King-Victoria Multi-modal Transit Hub project related to meeting the increased need for service arising from development, including any excess capacity related to meeting that need by development charges; and

d) Formally pursuing funding opportunities from a variety of sources, including the Greater Toronto Transportation Authority (Metrolinx), VIA Rail, and the Federal and Provincial governments.

February 23, 2016
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 approve project funding allocations totalling $84,355 from the Community Environmental Fund to support the Environmental Stewardship projects described in Attachment 1 of Report PDL-CPL-16-08, dated February 23, 2016.

February 23, 2016
The Regional Municipality of Waterloo

Community Services Committee

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. That the Commissioner of Community Services be authorized to sign, on behalf of The Regional Municipality of Waterloo, an agreement with Her Majesty the Queen in Right of Ontario by its Ministry of Citizenship, Immigration and International Trade to provide funding in the amount of $40,000 for use in connection with the Waterloo Region Immigration Portal under the Immigration Partnership, with such agreement to be in a form satisfactory to the Commissioner of Community Services and the Regional Solicitor;

That the 2016 Operating Budget for Community Services be increased by $25,264 gross and $0 net Regional Levy, for the Immigration Portal Development to be funded by the Ministry of Citizenship, Immigration and International Trade (MCIIT) as outlined in Report CSD-IP-16-01, dated February 23, 2016;

That the Commissioner of Community Services be authorized to sign, on behalf of the Regional Municipality of Waterloo, the grant letter agreements in connection with grants provided to assist with resettlement of Syrian newcomers, subject to such grants being approved by the Task Force overseeing the Immigration Partnership Fund for Syrian Newcomers and the form of grant letter agreement being satisfactory to the Commissioner of Community Services and the Regional Solicitor;

That the addition of 0.60 Temporary Full Time Equivalent be approved effective April 1, 2016 to June 30, 2017 for a Planner position for Community Services, Immigration Partnership as outlined in report CSD-IP-16-01, dated February 23, 2016;

And that the increase of 0.09 Temporary Full Time Equivalent be approved effective April 1, 2016 to December 31, 2017 to increase the Program Assistant position hours for Community Services, Immigration Partnership as outlined in report CSD-IP-16-01, dated February 23, 2016.
2. That the Regional Municipality of Waterloo authorize staff to implement the Waiting List Assistance Program as outlined in report CSD-HOU-16-01, dated February 23, 2016.

3. That the Regional Municipality of Waterloo take the following actions regarding a proposed expansion to the Region of Waterloo Curatorial Centre, as described in Report No. PDL-CUL-16-02, dated February 23, 2016:

   a) Initiate an application to the Canada Cultural Spaces Fund for submission in 2016, seeking funding for architectural fees, construction, storage systems and related expenses from the Government of Canada; and

   b) Forward this report to the Federal Minister of Canadian Heritage, and area Members of Parliament.

February 23, 2016