

# COUNCIL AGENDA



**Council Chambers, City Hall, 1 Carden Street**

**DATE** May 30, 2016 – 6:00 p.m.

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

## **Disclosure of Pecuniary Interest and General Nature Thereof**

## **Infrastructure Funding Update**

### **CONSENT REPORTS – ITEMS TO BE EXTRACTED**

*The following resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Reports/Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Consent Reports/Agenda will be approved in one resolution.*

<b>COUNCIL CONSENT REPORT</b>			
<b>ITEM</b>	<b>CITY PRESENTATION</b>	<b>DELEGATIONS (MAXIMUM OF 5 MINUTES)</b>	<b>TO BE EXTRACTED</b>
CON-2016.25 Proposed Project List for Infrastructure Funding	Scott Stewart, Deputy CAO, Infrastructure, Development & Enterprise Services		✓
CON-2016.26 High-Speed Rail Access in Guelph			

## **ADJOURNMENT**

**SPECIAL COUNCIL  
CONSENT AGENDA**

May 30, 2016

His Worship the Mayor  
and  
Members of Guelph City Council.

**SUMMARY OF REPORTS:**

The following resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda will be approved in one resolution.

**A REPORTS FROM ADMINISTRATIVE STAFF**

<b>REPORT</b>	<b>DIRECTION</b>
<p><b>CON-2016.25 PROPOSED PROJECT LIST FOR INFRASTRUCTURE FUNDING</b></p> <p>1. That staff be directed to apply for federal infrastructure funding for the list of projects outlined in Report #CAO-I-1603; and</p> <p>2. That Council directs staff to prepare relevant applications for Federal and Provincial funding related to the remediation and development of the IMICO lands as outlined in Report #CAO-I-1603, and include the post remediation value of the IMICO property as the City's financial contribution, in whole or in part, to the development of affordable housing; and</p> <p>3. That Council approves the funding sources for the City's portion of the project costs including additional debt funding to a maximum of \$2.1 million and additional funding from the reserves funds to a maximum of \$13.14 million as follows:</p> <ul style="list-style-type: none"><li>a) Capital Asset Renewal Reserve Fund (CARR) - \$6.97 million</li><li>b) General Capital Reserve Fund - \$2.4 million</li><li>c) Development Charge Reserve Funds - \$1.65 million</li><li>d) Water &amp; Wastewater Capital Reserve Funds - \$2.12 million; and</li></ul> <p>4. That Council direct staff to repay the Capital Asset Renewal Reserve over a ten year period in accordance with Bylaw #19536.</p>	Approve

**CON-2016.26      HIGH-SPEED RAIL ACCESS IN GUELPH**

Approve

1. That Council support, in principle, the inclusion of an alignment through and stop in Guelph for consideration in the Toronto to Windsor High-Speed Rail report; and
2. That the Mayor be directed to submit a letter to David Collenette, Special Advisor for High Speed Rail:
  - Supporting, in principle, an alignment through and stop in Guelph for consideration in the Toronto to Windsor High-Speed Rail report.
  - Asking that Mr. Collenette's endorse the alignment and stop in Guelph as a recommendation in his response to the Premier.

attach.

# Proposed Project List for Federal Infrastructure Funding

City Council  
May 30, 2016

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## Federal Budget 2016

- \$60 Billion - New Infrastructure Spending
  - 10 Year Plan
  - Phase 1: \$11.9 billion primarily over 2 years
  - Phase 2: Remaining 8 years (TBD)

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## Phase 1 Total Investment

five-year total, \$ millions

Total = \$11.9 billion

### Social Infrastructure

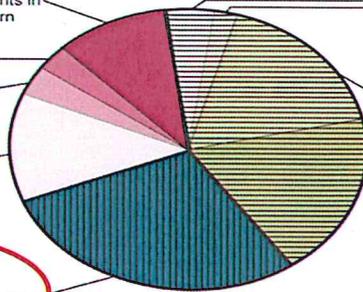
Social infrastructure investments in First Nations, Inuit and northern communities \$1,219  
Cultural and recreational \$342  
Early learning and child care \$400  
Affordable housing \$1,481

### Public Transit

Public Transit Infrastructure Fund \$3,400

### Green Infrastructure

Climate change mitigation and adaptation infrastructure projects \$518  
Supporting municipal capacity-building \$250  
Clean Water and Wastewater Fund \$2,000  
Water, wastewater and waste management infrastructure for First Nations communities \$2,242



## Existing Fund Enhancement

EXISTING FUND	FUNDING LEVEL \$
New Building Canada Fund (NBCF)	• \$8.7 billion over 2 years
Investment in Affordable Housing (IAH) and the Homelessness Partnering Strategy (HPS)	• IAH—additional \$504.4 million over 2 years • HPS- additional \$111 million over 2 years
Canada Cultural Spaces Fund (CCSF)	• \$168 million over 2 years
Regional Development Agencies (RDA)	• \$150 million over 2 years <sup>4</sup>

## Selection Criteria

- Shovel readiness
- Total project cost
- Approved budget amount
- Impact to operating budget
- Requirement for debt funding (versus rate funded)
- Creation of compounded community benefits (e.g. enhancing economic development potential, improving transportation, connectivity, etc.)
- Generation of revenue and/or operational cost savings (i.e. payback over time)



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## Recommended Projects - PTIF



- Transit Bus Replacement
- Transit Fare Box Replacement
- Transit Master Plan Design
- Transit Bus Stop Upgrades

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## Recommended Projects - CWWF



- Snow Disposal Facility
- Storm Water Pond Rehabilitation

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## Recommended Projects - NBCF



- Silvercreek Grade Separation
- Metcalfe Street Reconstruction
- IMICO Brownfield Remediation
- Building Automation Systems

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## Recommended Projects - RDA



- Main Library Upgrade

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## Recommended Projects – CCSF



- McCrae Coach House

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## Community/Business Benefits

- Enhanced transit infrastructure and planning for the future
- Addressing future growth potential
- Providing remediation/improving access to existing assets

## Financial Implications

	Total Project Cost	Federal Funding	Provincial Funding	City Portion	2016 Approved Budget
<b>Total of All Projects</b>	<b>\$60,944,375</b>	<b>\$25,238,854</b>	<b>\$19,958,331</b>	<b>\$15,747,190</b>	<b>\$5,405,800</b>

City Portion Sources	Amount
Tax Supported Reserve Funds	\$9,843,855
User Pay Reserve Funds	\$2,120,000
DC Reserve Funds	\$1,650,000
Tax Supported Debt	\$2,133,335
<b>Total</b>	<b>\$15,747,190</b>

- Operating Impacts
  - Bus replacement – (\$50-100k)
  - Bus stop upgrades - \$250k
  - Snow Disposal - \$60k
- Capital Funding
  - All funds are currently available
  - 100% success would bring CARR to \$0

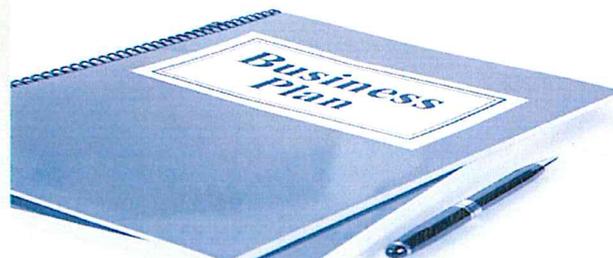
## Phase 2

- Projects which may be best advanced during Phase 2 include, **but are not limited to:**
  - South End Rec Centre
  - Downtown Redevelopment (e.g. Baker Street, new library)
  - Transit Expansion
  - Affordable Housing Development (in partnership with Wellington County)
  - Guelph Innovation District

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## Next Steps

- Apply for existing program funding
- “Be on the ready” for new program funding – including preparing business cases



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# Questions?



# STAFF REPORT



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TO City Council

SERVICE AREA Office of the CAO

DATE May 30, 2016

**SUBJECT Proposed Project List for Infrastructure Funding**

REPORT NUMBER CAO-I-1603

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## EXECUTIVE SUMMARY

### PURPOSE OF REPORT

To present Council with the list of infrastructure projects which are being recommended for application for anticipated funding through federal/provincial programs.

### KEY FINDINGS

The federal budget, announced on March 22, 2016, committed to two phases of funding. Phase 1 focuses primarily on infrastructure renewal and rehabilitation of existing assets, and proposes to provide \$11.9 billion over five years, starting right away. The infrastructure investments will modernize and rehabilitate public transit, water and wastewater systems, provide affordable housing, and protect existing infrastructure from the effects of climate change. Phase 2 will deliver on the remaining eight years of the Government's long-term infrastructure plan, with much of the committed \$60 billion in funding back-end loaded.

Ottawa is working with the provinces to establish infrastructure funding agreements. These agreements will set the rules for how budget cash will flow to projects and determine the types of projects that could qualify for the infrastructure money announced in the federal budget.

For Phase 1 infrastructure funding, two new funds are being introduced: \$3.4 billion Public Transit Infrastructure Fund and the \$2 billion Clean Water Wastewater Fund. The federal cost sharing portion for these two programs will be up to 50% of eligible project costs. Project costs will be considered eligible as of April 1, 2016. In addition to these new funds, existing funding programs have been improved and/or provided with additional funding. These programs include: the New Building Canada Fund, Canada Cultural Spaces Fund, Regional Development Agencies and Investment in Affordable Housing.

Staff has been working to identify and prioritize best-match projects for Phase 1 federal funding, based on all information known to date. This report

# STAFF REPORT

summarizes the recommended projects for each funding program with associated budgets. The anticipated amount of required municipal funding with a recommended funding source has also been provided.

The recommended projects are in keeping with the identified Federal funding criteria and are considered of value to the City's residents and businesses by:

- Enhancing transit infrastructure and planning for the future;
- Addressing future growth potential; and
- Providing remediation/improving access to existing assets.

The Government will be consulting on Phase 2 in the fall of 2016 and has indicated that they intend to announce the broad parameters of this phase in the 2017 Federal budget. Staff will continue to monitor, and if able, participate in the consultation. Staff will report back to Council and begin preparations and business case development to best position the City for early submission of Phase 2 applications.

## **FINANCIAL IMPLICATIONS**

Twelve projects are being recommended for federal funding applications with a total cost of \$60.9 million. Assuming full federal funding and a one-third provincial cost share, the City's portion of the recommended projects is \$15.7 million.

For the portion of funding that is currently not approved or forecasted, the following Reserve Funds are being recommended for use:

- a) Capital Asset Renewal Reserve Fund (CARR) - \$6.97 million
- b) General Capital Reserve Fund - \$2.4 million
- c) Development Charge Reserve Funds - \$1.65 million
- d) Water & Wastewater Capital Reserve Funds - \$2.12 million

The CARR funds are subject to Council Bylaw #19536 that dictates limitations under which these funds can be utilized and specific repayment requirements to replenish the funds over 10 years. In accordance with the Bylaw, an allowable use of the CARR funds is to "leverage funding from other sources (such as grants or partnerships)" so this funding source is appropriate and in line with the original purpose of the fund. It would however, require Council to repay this reserve fund approximately \$700k annually starting in the year subsequent to the funds being accessed.

It is important to note that the City will likely not receive funding for all project submissions.

## **ACTION REQUIRED**

Approve the list of recommended projects for federal infrastructure funding and the respective funding sources for each project.

# STAFF REPORT

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## RECOMMENDATION

1. That staff be directed to apply for federal infrastructure funding for the list of projects outlined in Report #CAO-I-1603.
2. That Council directs staff to prepare relevant applications for Federal and Provincial funding related to the remediation and development of the IMICO lands as outlined in Report #CAO-I-1603, and include the post remediation value of the IMICO property as the City's financial contribution, in whole or in part, to the development of affordable housing.
3. That Council approves the funding sources for the City's portion of the project costs including additional debt funding to a maximum of \$2.1 million and additional funding from the reserves funds to a maximum of \$13.14 million as follows:
  - a) Capital Asset Renewal Reserve Fund (CARR) - \$6.97 million
  - b) General Capital Reserve Fund - \$2.4 million
  - c) Development Charge Reserve Funds - \$1.65 million
  - d) Water & Wastewater Capital Reserve Funds - \$2.12 million
4. That Council direct staff to repay the Capital Asset Renewal Reserve over a ten year period in accordance with Bylaw #19536.

## BACKGROUND

In the federal budget, announced on March 22, 2016, the Government committed to two phases of funding. Phase 1 will immediately invest, over two years, to modernize and rehabilitate public transit, water and wastewater systems, provide affordable housing, and protect existing infrastructure from the effects of climate change. Phase 2, which will overlap with Phase 1, will deliver on the remaining eight years of the Government's long-term infrastructure plan, with much of the committed \$60 billion in funding back-end loaded.

Phase 1 focuses primarily on infrastructure investments and proposes to provide \$11.9 billion over five years, starting right away. Ottawa is currently working with the provinces to establish infrastructure agreements. These agreements will set the rules for how budget cash will flow to projects across the country and determine the types of projects that could qualify for the infrastructure money announced in the federal budget. Talks include how much of the new federal money, if any, would flow directly to municipalities. The budget did not provide key details on the funding. This information will only become available as the new agreements with the provinces are finalized.

These major stimulus opportunities are rare and City staff wanted to ensure alignment with Council in order to take advantage of this opportunity. In preparation, a cross-departmental team composed of staff from Engineering and Capital Infrastructure, Culture, Tourism and Community Investments, Facilities Management, Business Development and Enterprise, Environmental Services, Transit, Operations, Parks and Recreation, Intergovernmental Relations and Finance met. The group presented a list of potentially eligible projects to City Council on February 11, 2016 (Report #CS-2016-11 – Potential Project List for Infrastructure Funding).

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# STAFF REPORT

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The list represented projects which reflected the following (but not limited to) criteria:

- Shovel ready (i.e. within 2016);
- Shovel worthy;
- Approved budget;
- Green initiatives;
- Timeline for completion;
- Creation of jobs;
- Brownfield development.

The list of projects was divided into an "A" and "B" list. The "A" list contained projects that were ready to proceed in the short term and generally met the criteria for the existing New Building Canada Fund program. The "B" list contained projects which were expected to qualify for future funding programs. Since that time, the inter-departmental team has worked to refine the list within the context of emerging budget details and informed speculation.

## REPORT

On April 22, 2016, Minister Amarjeet Sohi, Minister of Infrastructure and Communities, wrote to his provincial and territorial counterparts and outlined the government's plan to accelerate federal investments in the short term by providing funding for projects that rehabilitate and modernize public infrastructure while encouraging economic growth. The government also committed to flowing funds rapidly, reducing unnecessary administrative burdens and streamlining approvals.

Two new funds are being introduced: \$3.4 billion Public Transit Infrastructure Fund (PTIF) and the \$2 billion Clean Water Wastewater Fund (CWWF). For these two funds, the focus is on projects which promote innovation, optimization and rehabilitation of existing assets. The federal cost sharing portion will be up to 50% of eligible project costs. In order for work to begin immediately, project costs will be considered eligible as of April 1, 2016.

In addition to these new funds, existing funding programs have been improved and/or provided with additional funding. These programs include: the New Building Canada Fund (NBCF), Canada Cultural Spaces Fund (CCSF), Regional Development Agencies (RDA) and Investment in Affordable Housing (IAH).

A significant criterion for these funding programs is that the funding is incremental to existing provincial and municipal planned investments. In other words, federal funding will be contingent upon projects either being accelerated (i.e. started sooner than originally planned) or the investment in the project has increased as a result of the funding (i.e. the project scope has expanded because of the federal investment).

Report Attachment #1 includes a summary of the two new funding programs and the enhanced, existing funding programs, the total amount of funding available and

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# STAFF REPORT



the federal cost sharing portion. Until the bi-lateral agreements are signed, the provincial portion of funding is not known but is estimated to be the same as what is currently in place, which is one-third funding.

## Project Selection Process

Staff has engaged the services of Municipal Advocacy Solutions for assistance in identifying and prioritizing best-match projects for federal funding, based on all information known to date. Using the "A" and "B" lists presented to Council in February 2016 as the starting point, these projects were reviewed under the lens of the five funding programs. In addition to any known program eligibility criteria, such as "incrementality", the projects were also assessed on:

- Shovel readiness;
- Ability to complete project within one year;
- Benefit/enhancement to the community;
- Urgency;
- Total cost;
- Approved/allocated budget amount;
- Impact to operating budget;
- Requirement for debt funding (versus rate funded);
- Creation of compounded community benefits (e.g. enhancing economic development potential, improving transportation connectivity, etc.);
- Generation of revenue and/or operational cost savings (i.e. payback over time).

Report Attachment #2 summarizes the recommended projects for each funding program and the:

- Total project budget;
- Amount, if any, of approved municipal funding;
- Source of municipal funding portion;
- Anticipated federal cost sharing portion.

Projects which are fully funded in the 2016 municipal budget were deemed ineligible.

Staff anticipates that funding applications may be time consuming to complete and may be complex. External support is in place to assist staff in developing the comprehensive and detailed business cases in support of the applications.

## Phase 2 of the Government of Canada's Infrastructure Program

Phase 2 delivers on the remaining eight years of the Government's long-term infrastructure plan, with much of the committed \$60 billion in new funding back-end loaded. The Government will be consulting on Phase 2 in the Fall of 2016 and has indicated that they intend to announce the broad parameters of this phase in the 2017 Federal budget.

Some of the elements which will likely be part of Phase 2 include:

- Funding for transit new builds, in addition to maintenance;
- The establishment of a Canadian Infrastructure Bank, which the government promised to create to provide low-cost financing/loans for new projects, using its strong credit rating and lending authority;
- A National Housing Strategy which could include renewals of sun-setting housing programs, a renewed Canada Mortgage and Housing Corporation (CMHC) mandate and low cost loans to develop affordable rental housing;
- An ambitious climate change and adaptation strategy and funding.

Specific projects of significance to the City which may be best advanced during the government's Phase 2 infrastructure funding include:

- South End Rec Centre;
- Downtown Redevelopment (e.g. Baker Street, new library);
- Transit Expansion;
- Affordable Housing Development and further development of brownfield lands (in partnership with Wellington County);
- Guelph Innovation District.

Staff will continue to monitor, and if possible, participate in the Government's Phase 2 consultations. Staff will report back to Council and begin preparations and business case development to best position the City for early submission of Phase 2 applications.

## **FINANCIAL IMPLICATIONS**

Twelve projects are being recommended for federal funding applications with a total cost of \$60.9 million. Assuming full federal funding and a one-third provincial cost share, the City's portion of the recommended projects is \$15.7 million.

Existing funding sources will be leveraged where possible, including tax supported reserve funds and debt that is already part of approved projects. Additional funds will be used from user pay capital reserve funds, development charge reserve funds and tax supported debt that was forecasted to be used in future years.

For the portion of funding that is currently not approved or forecasted, the following Reserve Funds are being recommended for use:

- Capital Asset Renewal Reserve Fund (CARR) - \$6.97 million
- General Capital Reserve Fund - \$2.4 million
- Development Charge Reserve Funds - \$1.65 million
- Water & Wastewater Capital Reserve Funds - \$2.12 million

It should be noted that the CARR Fund will be fully exhausted with this recommendation. The CARR funds are subject to Council Bylaw #19536 that

# STAFF REPORT

dictates limitations under which these funds can be utilized and specific repayment requirements to replenish the funds over 10 years. In accordance with the Bylaw, an allowable use of the CARR funds is to “leverage funding from other sources (such as grants or partnerships)” so this funding source is appropriate and in line with the original purpose of the fund. It would however, require Council to repay this reserve fund approximately \$700k annually starting in the year subsequent to the funds being accessed.

Projects will have minimal operating impacts, with the exception of the Transit Bus Stop Upgrades and Snow Disposal Facility. The proposed Bus Shelters will require cleaning, repair and maintenance annually; based on current costs this will add \$250,000 to the operating budget. The shelters will be installed over a three year period, requiring an \$85,000 per year increase for three years. The Snow Disposal Facility will require \$60,000 per year to operate however, the potential costs of having the existing site closed with no alternative would be higher.

## **CORPORATE STRATEGIC PLAN**

### Innovation in Local Government

#### 2.2 Deliver Public Service better

#### City Building

- 3.1 Ensure a well-designed, safe, inclusive, appealing and sustainable City
- 3.2 Be economically viable, resilient, diverse and attractive for business

## **DEPARTMENTAL CONSULTATION**

The infrastructure project list was developed in consultation with the following departments:

- Business Development and Enterprise
- Engineering and Capital Infrastructure Services
- Environmental Services
- Planning, Urban Design and Building Services
- Facilities Management
- Culture, Tourism & Community Investment
- Parks & Recreation
- Guelph Transit
- Operations
- Finance
- Legal, Realty and Risk Services
- Intergovernmental Relations, Policy and Open Government

# STAFF REPORT

## COMMUNICATIONS

Staff will engage with our local MP and MPP for support and advocacy of the Council endorsed projects.

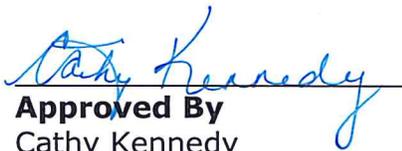
A communications plan is in place to support the announcement of the City's funding applications (pending Council approval), and more work will begin later this year to support communication of the impacts of approved infrastructure projects on the public.

## ATTACHMENTS

- ATT-1 Summary of Federal Funding Programs
- ATT-2 Proposed Project List for Infrastructure Funding

### Report Author

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Summary of Federal Funding Programs

PROGRAM NAME	DESCRIPTION	AVAILABLE FUNDING	COST SHARING
<p>Public Transit Infrastructure Fund (PTIF)</p>	<p>A new funding program that primarily supports investments that meet immediate public priorities including:</p> <ul style="list-style-type: none"> <li>▪ Projects that improve the state of good repair of public transit;</li> <li>▪ Support system optimization and efficiency;</li> <li>▪ Increase asset management capacity; and</li> <li>▪ Design and planning for future expansion of public transit systems</li> </ul> <p>Effective use of innovative new technologies that can unlock improved environmental benefits and projects that advance improvements in safety and accessibility are also eligible.</p> <p>Projects for system expansion may be considered if they can be completed within the program timeframe</p>	<p>\$1,486,680,000 Ontario allocation</p> <p>Each recognized transit system receives a minimum base amount of \$50,000 with the remainder of the funds to be distributed based on overall ridership of each transit system</p> <p>City estimated to receive \$4M per year</p>	<p>Federal funding share can be up to 50% of project costs</p>
<p>Clean Water Wastewater Fund (CWWF)</p>	<p>A new funding program with a primary focus on investments on meeting immediate priorities for clean water and wastewater to support a cleaner and healthier environment for communities, including:</p> <ul style="list-style-type: none"> <li>▪ The rehabilitation and optimization of water, storm water, and wastewater related infrastructure;</li> <li>▪ Improvement of asset management approaches including studies and pilot projects;</li> <li>▪ Planning for future upgrades to wastewater treatment and collection infrastructure to meet applicable regulatory requirements; and</li> </ul>	<p>\$569,642,062 Ontario allocation</p> <p>Potential for City to receive \$5.5M over four years</p>	<p>Federal funding share can be up to 50% of project costs</p>

**Attachment 1**

PROGRAM NAME	DESCRIPTION	AVAILABLE FUNDING	COST SHARING
New Building Canada Fund (NBCF)	<ul style="list-style-type: none"> <li>▪ New construction projects, including the construction of naturalized systems for management and treatment of wastewater and storm water may also be considered if they can be completed within the program timeframe</li> <li>An existing funding program that supports projects of national, regional and local significance that promotes economic growth, job creation and productivity. Categories for eligible projects are:               <ul style="list-style-type: none"> <li>▪ Highways and major roads</li> <li>▪ Public transit</li> <li>▪ Connectivity and broadband</li> <li>▪ Drinking water</li> <li>▪ Wastewater</li> <li>▪ Solid waste management</li> <li>▪ Green energy</li> <li>▪ Innovation</li> <li>▪ Brownfield redevelopment</li> <li>▪ Disaster mitigation infrastructure</li> </ul> </li> <li>In addition, the five new categories have been added:               <ul style="list-style-type: none"> <li>▪ Tourism</li> <li>▪ Culture</li> <li>▪ Recreation</li> <li>▪ Passenger Ferries Services Infrastructure</li> <li>▪ Civic Assets and Municipal Buildings</li> </ul> </li> </ul>	The Provincial-Territorial component of the NBCF has \$8.7 billion remaining	Federal funding share can be up to one-third
Canada Cultural Spaces Fund (CCSF)	An existing funding program that supports the renovation and construction of arts and heritage facilities.	\$168.2 million over two years, starting in 2016-17	Federal funding share can be up to 50% of eligible project expenses for construction and/or renovation, or specialized equipment purchases for a cultural space. Under exceptional

**Attachment 1**

PROGRAM NAME	DESCRIPTION	AVAILABLE FUNDING	COST SHARING
Regional Development Agencies (RDA)	An existing funding program that support projects to renovate, expand and improve existing community and cultural infrastructure in all regions of the country, including projects that advance a clean growth economy.	\$150 million over two years, starting in 2016-17	circumstances, the Program could consider an increased percentage of funding beyond 50%. This funding is cost-shared with municipalities, community organizations and non-profit entities
Investment in Affordable Housing (IAH)	<p>An existing funding program that supports initiatives like new construction, renovation, homeownership assistance, rent supplements, shelter allowances, accessibility modifications, and accommodations for victims of family violence to:</p> <ul style="list-style-type: none"> <li>▪ Increase the supply of affordable housing across Canada;</li> <li>▪ Improve and preserve the quality of affordable housing;</li> <li>▪ Improve housing affordability for vulnerable Canadians; and</li> <li>▪ Foster safe, independent living</li> </ul> <p>The current IAH program, and associated funding, is administered by Wellington County as the Service Manager for social services (i.e. Ontario Works, Housing Services and Children's Services).</p>	\$504.4 million over two years, starting in 2016-17	Provinces and territories match federal investments but depending upon the category of funding, provincial/territorial cost-matching is not required

**Proposed Project List for Infrastructure Funding**

Federal Funding Program	Project	Project Description	Total Project Cost	Federal Funding	Provincial Funding	City Portion	2016 Approved Budget	Source of City Portion	Operating Impacts of Project	Project Notes	Fund Notes
Public Transit Infrastructure Fund Up to 50% funding Estimated to receive \$4.25M/yr for 3 years	Transit Bus Replacement	Lifecycle replacement of buses for 25 buses and 7 other Transit vehicles over 3 years	\$14,650,000	\$7,325,000	\$7,325,000	\$0	\$2,295,800	\$2.7M per year Provincial Gas Tax	Annual savings of \$50 - 100,000	Funding from dedicated Gas Tax over 3 years	A balance of \$2.28M of federal funding over 3 years remains available to address other priorities within Transit
	Transit Fare Box Replacement	Replace and upgrade fare boxes on all Transit buses	\$2,600,000	\$1,300,000	\$0	\$1,300,000	\$2,600,000	Tax supported debt	Improved fleet efficiency	No additional costs	
	Transit Master Plan Design	Design plans for transit expansion for 2017 - 2022 staging Incorporates the Transportation Master Plan	\$350,000	\$175,000	\$0	\$175,000	\$0	General Capital Reserve Fund	No direct impacts	Plan is required for the proper planning and acquisition of transit related infrastructure to support future demand	
	Transit Bus Stop Upgrades	Install shelters at all multi-route locations and ensure all stops are accessible	\$3,344,375	\$1,672,188	\$0	\$1,672,188	\$0	General Capital Reserve Fund	\$250,000 per year Cleaning Maintenance & Repair	All multi-route stops will have a shelter (305 new) and, where possible, all stops will be accessible (72 new)	
<b>Totals</b>			<b>\$20,944,375</b>	<b>\$10,472,188</b>	<b>\$7,325,000</b>	<b>\$3,147,188</b>	<b>\$4,895,800</b>				

Clean Water Wastewater Fund Up to 50% funding	Snow Disposal Facility	Construct a new facility for disposal of snow that follows best practices as recommended by MOECC	\$5,000,000	\$2,500,000	\$1,666,665	\$833,335	\$0	Tax supported debt	Annual operating cost of \$60,000	The City will become compliant with MOECC standards and avoid being fined	Provincial matching funds have not been confirmed yet
	Storm Water Pond Rehabilitation	Overdue rehabilitation of storm water pond to restore function (3 ponds: Cedarvale Ave, Tovell Dr, Hilldale Cras)	\$1,500,000	\$750,000	\$500,000	\$250,001	\$290,000	Tax supported reserve	No direct impacts	Ongoing maintenance and rehabilitation. Also protects the natural environment by improving quantity and quality of storm water to receiving water bodies.	
<b>Totals</b>			<b>\$6,500,000</b>	<b>\$3,250,000</b>	<b>\$2,166,665</b>	<b>\$1,083,336</b>	<b>\$290,000</b>				

New Building Canada Fund	Silvercreek Grade Separation	Grade separation to extend Silvercreek Pkwy over GO/Metrolink track	\$18,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$0	\$1,650K DC \$600K User Pay \$3,750K CARR	No direct impacts	Allows development of LaFarge lands which will generate tax revenue	Provincial matching funds of up to 1/3
	Metcalfe Street Reconstruction	Water main, sanitary sewer and storm sewer replacement	\$7,600,000	\$2,533,333	\$2,533,333	\$2,533,333	\$0	Tax supported debt	Annual operating cost of \$60,000	The City will become compliant with MOECC standards and avoid being fined	
	Brownfield Remediation	Remediation of IMICO lands	\$5,100,000	\$1,700,000	\$1,700,000	\$1,700,000	\$0	CARR	No direct impacts	Remediated land must be used for affordable housing. Wellington County would be the lead on accessing these funds. City commitment would be to provide the lands in a condition ready for residential development.	
	Building Automation Systems	Updating existing systems (climate control, heating and ventilation, etc.), primarily on the WECC and Sleeman facilities	\$700,000	\$233,333	\$233,333	\$233,333	\$0	CARR & General Capital Reserve Fund	Potential operating efficiencies	Energy management and climate control work aligns with Community Energy Initiative and improves the facility environment for both staff and patrons	
<b>Totals</b>			<b>\$31,400,000</b>	<b>\$10,466,667</b>	<b>\$10,466,667</b>	<b>\$10,466,667</b>	<b>\$0</b>				

Attachment 2

Federal Funding Program	Project	Project Description	Total Project Cost	Federal Funding	Provincial Funding	City Portion	2016 Approved Budget	Source of City Portion	Operating Impacts of Project	Project Notes	Fund Notes
Regional Development Agencies	Main Library Upgrade	Lifecycle maintenance Includes replacement of elevator	\$1,500,000	\$750,000	\$0	\$750,000	\$220,000	\$220K tax supported reserve (approved) \$330K CARR	No direct impacts	Updates to facility to meet health & safety requirements and AODA compliance. Also creates a better environment for staff and patrons	No Provincial matching funding
<b>Totals</b>			<b>\$1,500,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$220,000</b>				
Canadian Cultural Spaces Fund	McCrae Coach House	Renovation of Coach House	\$600,000	\$300,000	\$0	\$300,000	\$0	CARR	No direct impacts	Increases the usable programming space on the property of McCrae House	No Provincial matching funding
<b>Totals</b>			<b>\$600,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>				

**Total of All Projects**      \$60,944,375    \$25,238,854    \$19,958,331    \$15,747,190    \$5,405,800

Legend

- CARR
- DC
- Capital Asset Renewal Reserve
- Development Charges
- New funding program
- Existing funding program

City Sources Summary		Total	Status
Tax Supported Reserve (Approved)		\$470,001	Available
Tax Supported Debt (Approved)		\$1,300,000	Available
Tax Supported Debt (Not Approved)		\$833,335	Available
User Pay Reserves (Not Approved)		\$2,120,000	Available
DC Reserves (Not Approved)		\$1,650,000	Available
CARR & General Capital (Not Approved)		\$ - 9,373,854	
<b>Total City Funding Required</b>		<b>\$15,747,190</b>	

\$6,967,594 available from CARR, \$2,406,260 available from General Capital Reserve Fund

# STAFF REPORT



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TO City Council

SERVICE AREA Infrastructure, Development and Enterprise  
Intergovernmental Relations, Policy and Open Government

DATE May 30, 2016

**SUBJECT High-Speed Rail Access in Guelph**

REPORT NUMBER CAO-I-1604

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## EXECUTIVE SUMMARY

### PURPOSE OF REPORT

To seek Council support, in principle, the inclusion of an alignment through and stop in Guelph for consideration in the Toronto to Windsor High-Speed Rail report.

### KEY FINDINGS

On April 27, 2016, the Honourable David Collenette, Special Advisor for High Speed Rail, met with Mayor Cam Guthrie and staff to discuss the Province's plan for a Toronto to Windsor High Speed Rail project. Mr. Collenette is currently seeking input to guide recommendations on the preferred route and alignment that will be submitted to the Premier in the Fall 2016.

Although initial plans as articulated during a provincial government consultation in February 2016 indicated that high-speed rail corridor, targeted for 2030, would only include stops at Pearson, Waterloo, London and Windsor, therefore bypassing Guelph, recent discussions indicate that an alternative alignment through Guelph may be considered, depending, in part on City support.

### FINANCIAL IMPLICATIONS

Not applicable at this time.

### ACTION REQUIRED

Council approve the recommendation below.

## RECOMMENDATION

1. That Council support, in principle, the inclusion of an alignment through and stop in Guelph for consideration in the Toronto to Windsor High-Speed Rail report.

# STAFF REPORT



2. That the Mayor be directed to submit a letter to David Collenette, Special Advisor for High Speed Rail:
  - Supporting, in principle, an alignment through and stop in Guelph for consideration in the Toronto to Windsor High-Speed Rail report;
  - Asking that Mr. Collenette's endorse the alignment and stop in Guelph as a recommendation in his response to the Premier.

## **BACKGROUND**

In October 2015, David Collenette, was appointed as a special advisor to assist the province in bringing high-speed rail to the Toronto, Kitchener-Waterloo, London and Windsor corridor.

Mr. Collenette's mandate includes engaging with the public and private stakeholders, as well as First Nations and Metis partners, to identify economic development opportunities associated with high-speed trains, assess international experience with high-speed rail and provide advice on a preliminary business case and potential financing models.

Mr. Collenette is expected to bring forth a report detailing his recommendations in the Fall of 2016.

As a component of Mr. Collenette's engagement, a consultation was held in February 2016. The Mayor, City of Guelph, University and Chamber of Commerce staff attended this introductory session. At that time, it was indicated that the high-speed rail corridor would include stops at Pearson Airport, Waterloo, London and Windsor. The route alignment discussed at that time bypassed Guelph.

## **REPORT**

During a recent meeting between the Honourable David Collenette, Special Advisor for High Speed Rail (HSR), Mayor Cam Guthrie and staff, it was revealed that forthcoming recommendations to the Premier regarding the Province's Toronto to Windsor High Speed Rail plan may consider an alignment on the current CN tracks through Guelph and include a station stop in Guelph.

A potential HSR route through Guelph would require upgrades to the current rail include including addressing the numerous at-grade crossings in the City. Regardless of the final HSR alignment, the rail line will need to be upgraded at some point in the future for safety issues and compliance with recently introduced Transport Canada grade-crossing regulations. Implications will be addressed in the future.

David Collenette recognizes that recommending a potential route alignment through Guelph, including a station stop, requires the City's support.

Intergovernmental Relations will continue to monitor this matter including providing Council with an update upon the release of the Special Advisor's recommendations.

# STAFF REPORT

## CORPORATE STRATEGIC PLAN

### Organizational Excellence

1.2 Develop collaborative work teams and apply whole systems thinking to deliver creative solutions.

### Innovation in Local Government

2.1 Build and adaptive environment for government innovation to ensure fiscal and service sustainability.

2.2 Deliver public services better.

### City Building

3.1 Ensure a well-designed, safe, inclusive, appealing and sustainable City.

3.2 Be economically viable, resilient, diverse and attractive for business.

3.3 Strengthen citizen and stakeholder engagement and communications.

## DEPARTMENTAL CONSULTATION

Infrastructure, Development and Enterprise Services:

- Engineering and Capital Infrastructure Services
- Business Development and Enterprise

Public Services:

- Public Transit

CAO's Office

- Intergovernmental Relations, Policy and Open Government

## FINANCIAL IMPLICATIONS

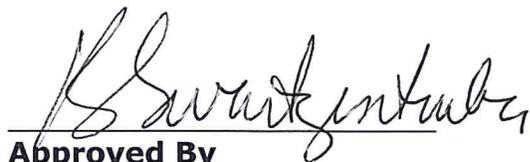
Not applicable at this time.

## COMMUNICATIONS

Once Premier's Report is released, the City's communication plan is to be determined and coordinated with applicable Municipalities.

Cathy Kennedy

**Report Author**



**Approved By**

Barb Swartzentruber

Executive Director

Intergovernmental Relations,

Policy and Open Government

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