

The Corporation of the Town of Ajax

GENERAL GOVERNMENT COMMITTEE

Thursday, May 9, 2013

Open Meeting at 2:00 p.m.

River Plate Room, Town Hall

65 Harwood Avenue South



PRESENTATIONS

Anything in **blue** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda. To manoeuver back to the agenda page use the **Ctrl + Home** keys simultaneously. **OR** use the “*Bookmark*” icon to the left of your screen to navigate from one report to the next

5. Presentations / Discussion

- 5.1 [Highway 2 Transit Priority Measures Class EA and Design Update on Class EA and Planned 2013 Construction in the Town of Ajax](#)

- 5.4 [Financial Sustainability Draft Plan Recommendations](#)

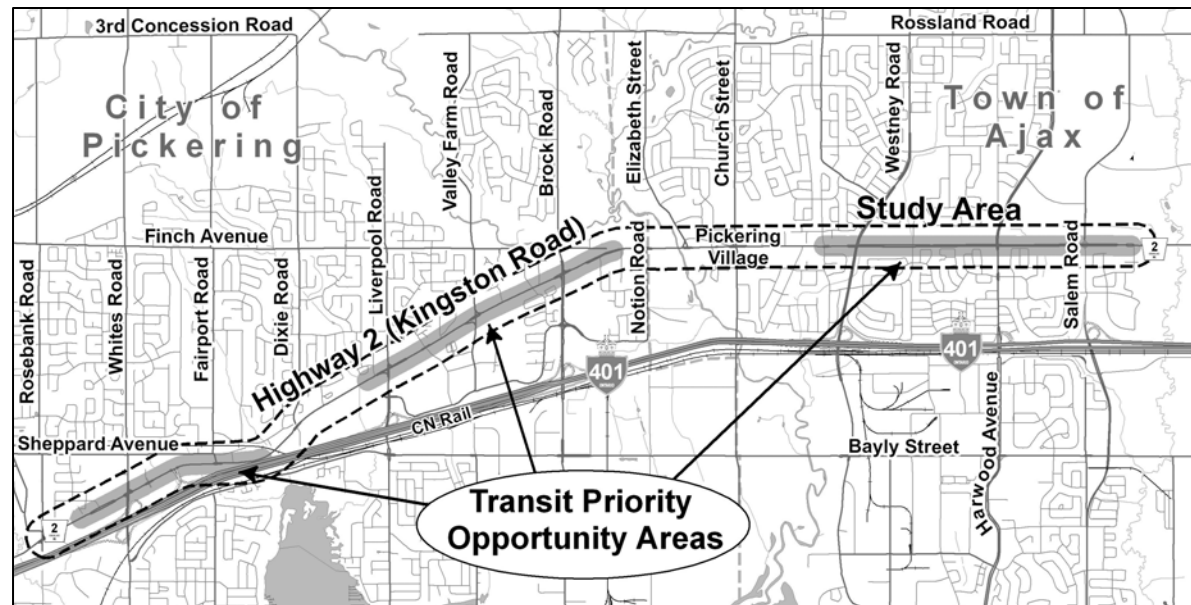
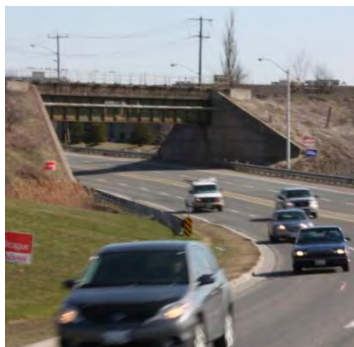
HIGHWAY 2 TRANSIT PRIORITY MEASURES CLASS EA AND DESIGN



Ajax General Government
Committee Meeting – May 9, 2013
Brian Ruck, P. Eng., AECOM

Presentation to Ajax GGC – May 9, 2013

1. Highway 2 Transit Priority Measures Class EA and previous studies
2. Proposed addenda to Class EA
3. Quick Win construction areas and 2013 construction in Ajax
4. Cost sharing with the Town of Ajax
5. Construction staging and impacts
6. Communications during construction



Introduction



By **2031**,
the Region's population is
projected to approach
one million people.
Its employment base
will comprise **350,000 jobs**.

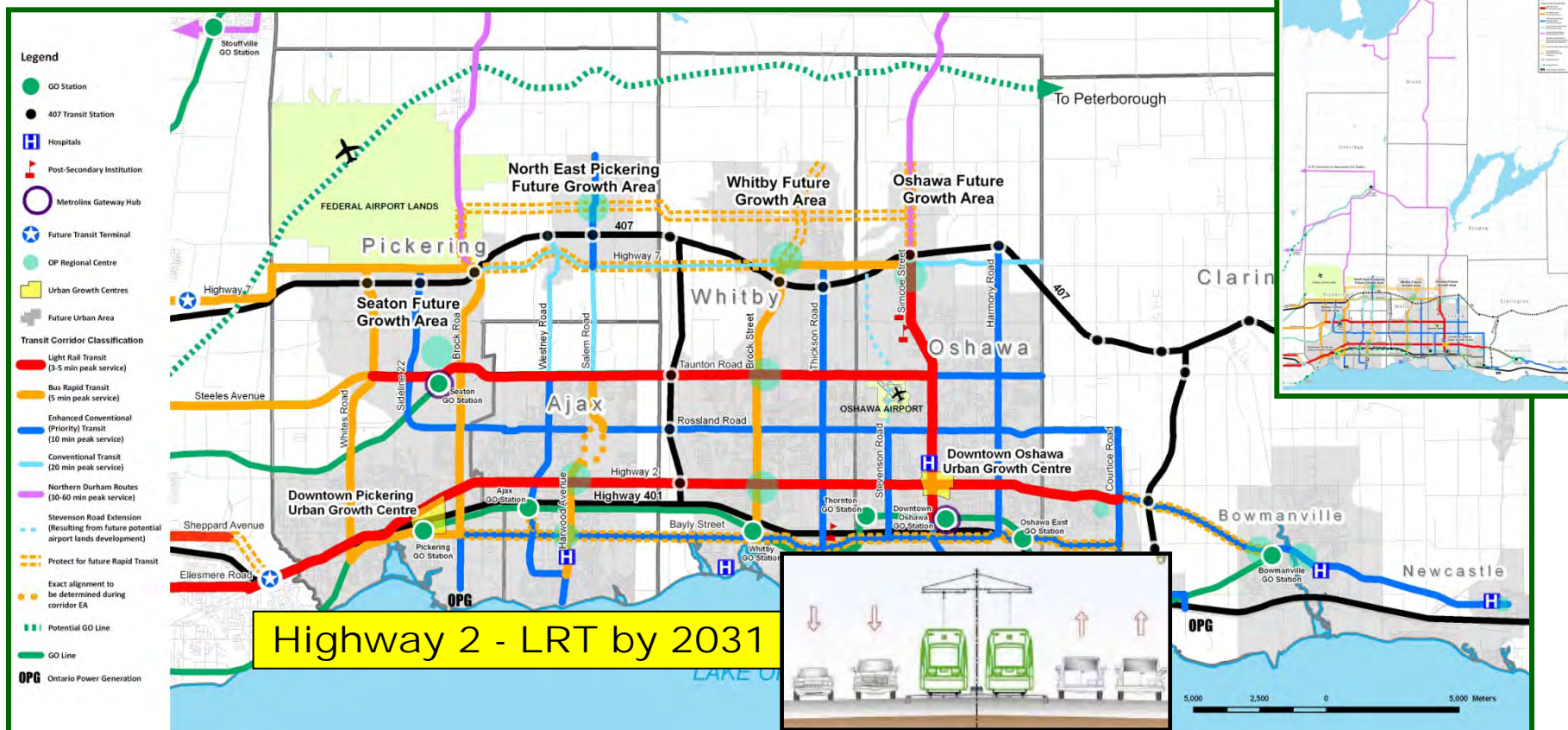
Highway 2 (Kingston Road)
will continue to be one of
Durham Region's
most important corridors.
It will also be one of the Region's busiest.
By **2031**, most of Kingston Road is projected
to **exceed congested levels**.





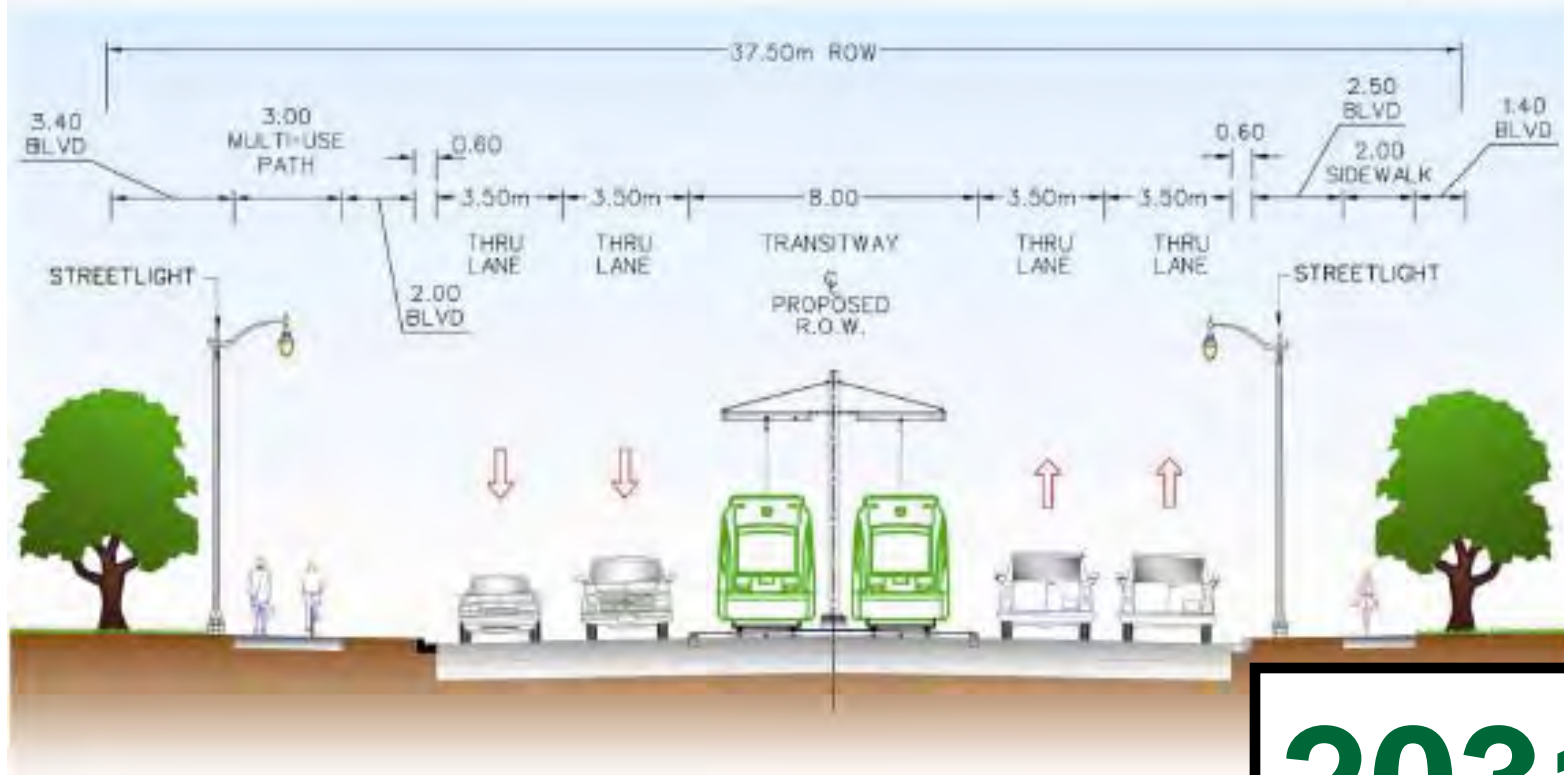
Durham Region – Highway 2

Plans and Studies: OP, TMP, transit amalgamation, MoveOntario, Metrolinx BigMove, Quick Win funding, LTTS, Regional cycling plan



LTTS Vision for Hwy 2 (2031)

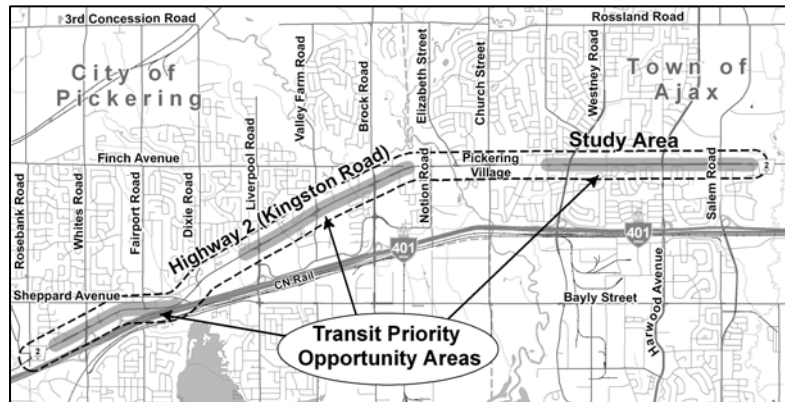
Median light rail with four traffic lanes and bicycle facility



2031

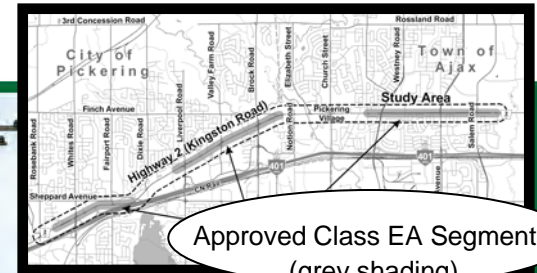
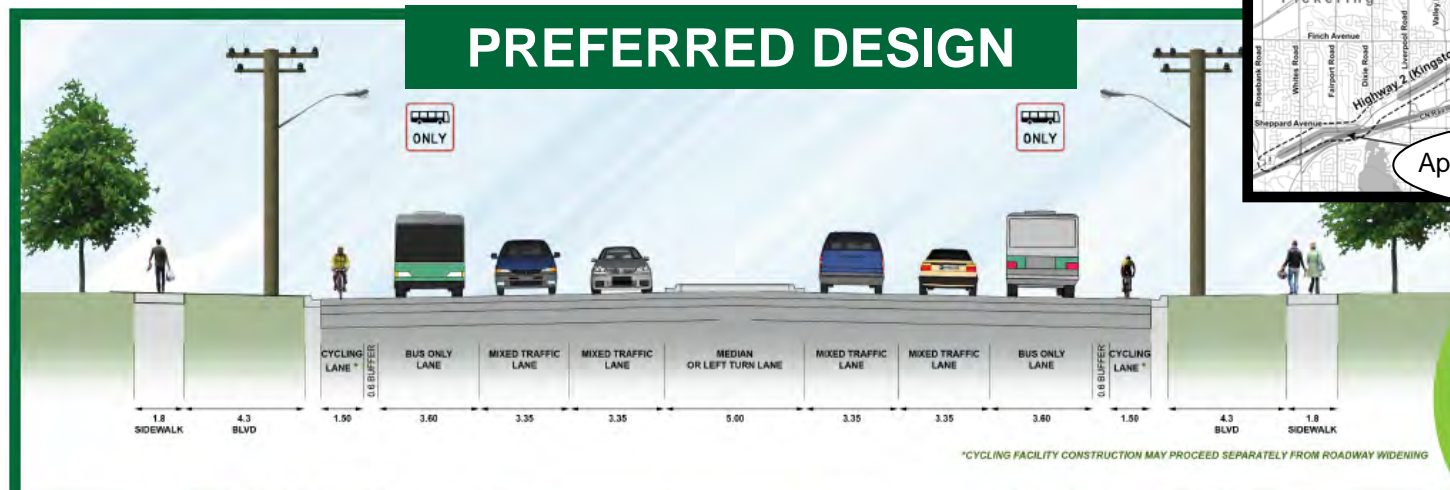
Hwy 2 Transit Priority Measures Class EA - Alternative Designs

Four alternative designs have been considered for widening Highway 2 from 4 to 6 lanes in the three Transit Priority Opportunity Areas



<p>ALTERNATIVE</p> <p>1</p> <p>Widen Highway 2 for mixed traffic.</p>	
<p>ALTERNATIVE</p> <p>2</p> <p>Widen Highway 2 for curbside HOV lanes.</p>	
<p>ALTERNATIVE</p> <p>3</p> <p>Widen Highway 2 for curbside bus only lanes.</p>	
<p>ALTERNATIVE</p> <p>4</p> <p>Widen Highway 2 for median bus only lanes.</p>	

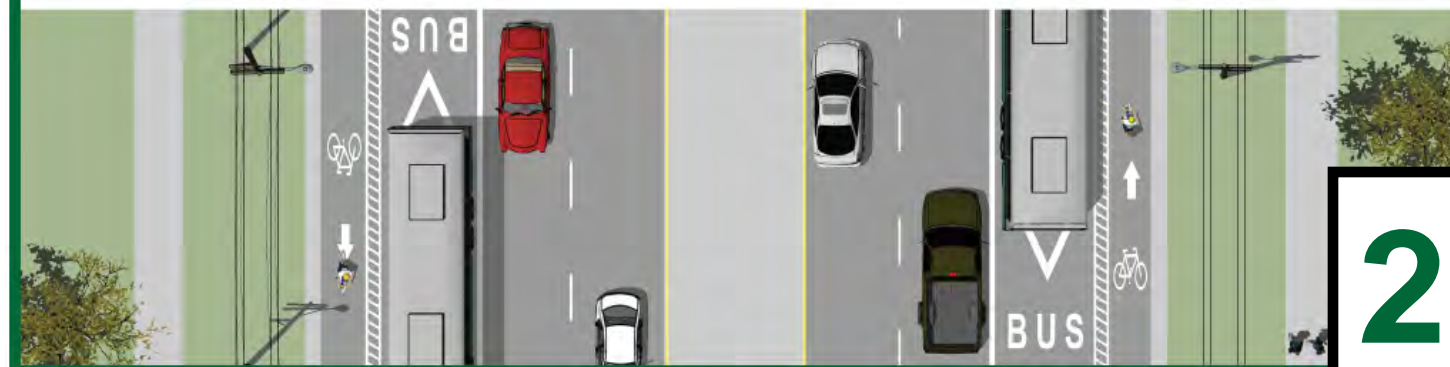
Preferred Design (2016) – curbside bus only lanes with on-road buffered bicycle lanes



Approved Class EA Segments (grey shading)



2016

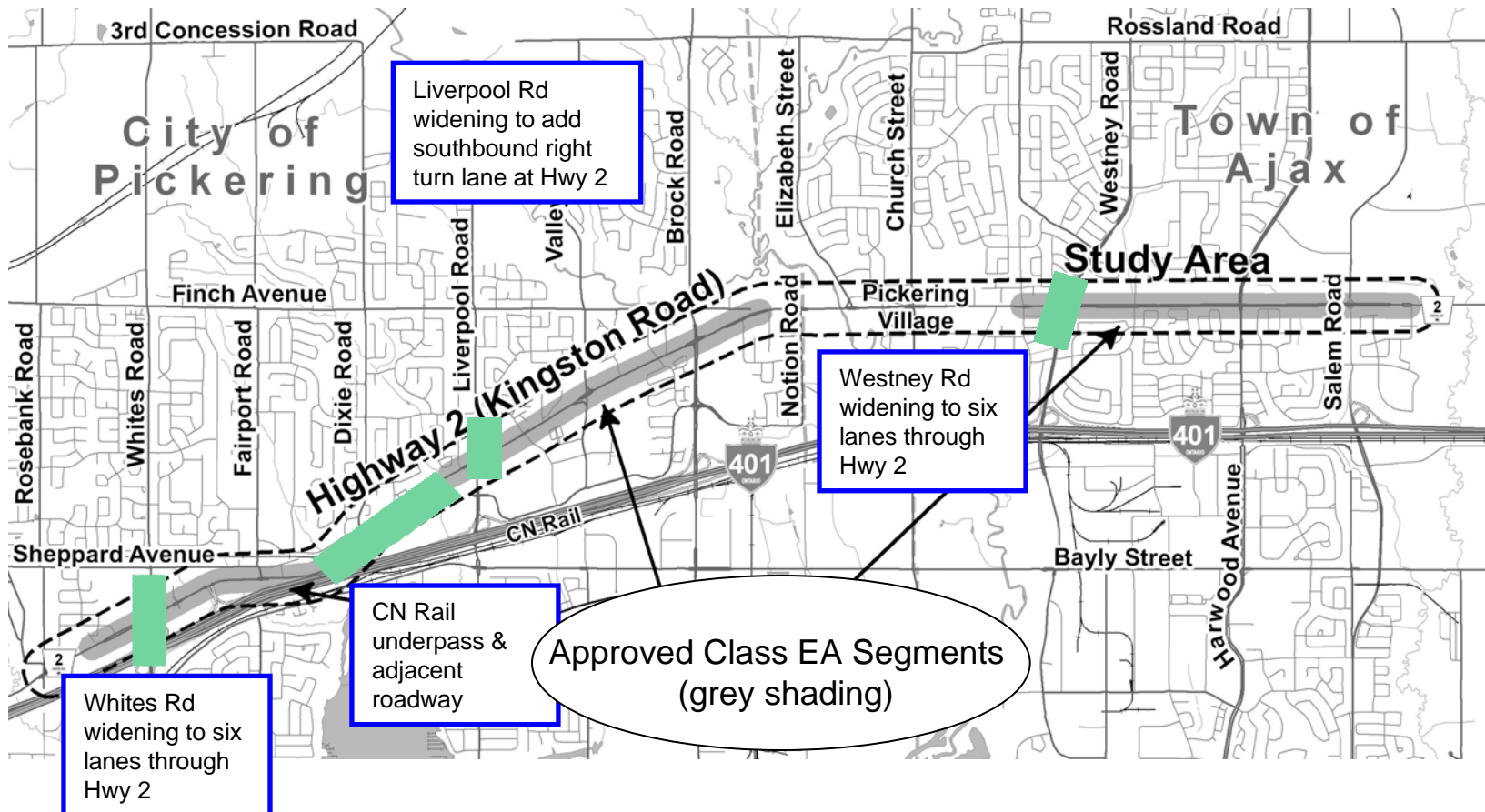


EA Addenda



Proposed additions to approved Hwy 2 Transit Priority Measures Class EA

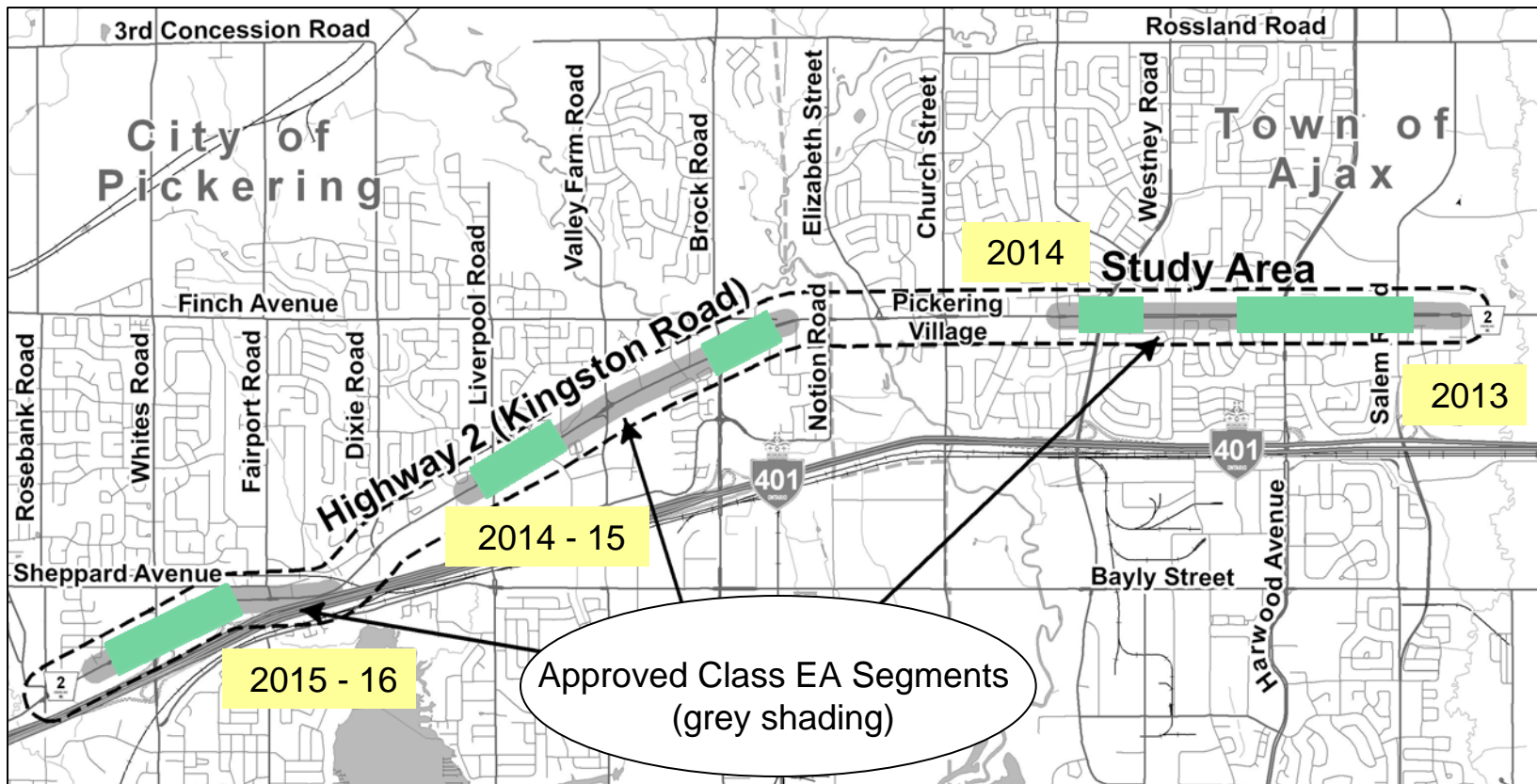
- Addendum: North – South Arterial Road Widening at Hwy 2
- Addendum: Widening Hwy 2 at CN underpass in Pickering



Quick Win – construction limits / cost sharing



- \$25.4 M commitment from Ontario with March 2016 spending deadline
- \$ 7.9 M Region of Durham commitment (land, WM and road rehabilitation)
- \$ 1.1 M cost sharing from Ajax and Pickering (illumination and new sidewalks)
- *Limits / schedule may be revised to reflect property acquisition and actual costs

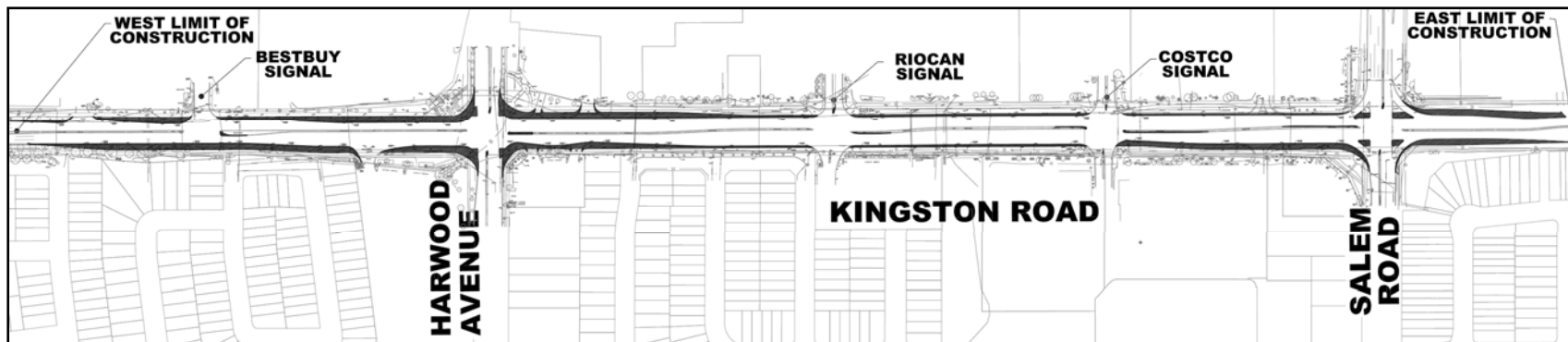


2013 Hwy 2 Cost Sharing - Harwood Ave to Salem Rd



	Quick Win share (\$000)	Ajax share (\$000)
Illumination Rebuild	\$140	\$260
Bollard lighting	\$0	\$20
Relocate existing sidewalk / MUP	\$380	\$0
Street trees	\$30	\$0
Shared Jurisdiction Totals*	\$550	\$280

Note: *Amounts are based on pre-tender estimate and include engineering and contingency. No new or deficient sidewalk has been identified by Ajax. Total spending for Harwood – Salem Quick Win is \$7 Million (1.4 km).



Construction Impacts and Mitigation

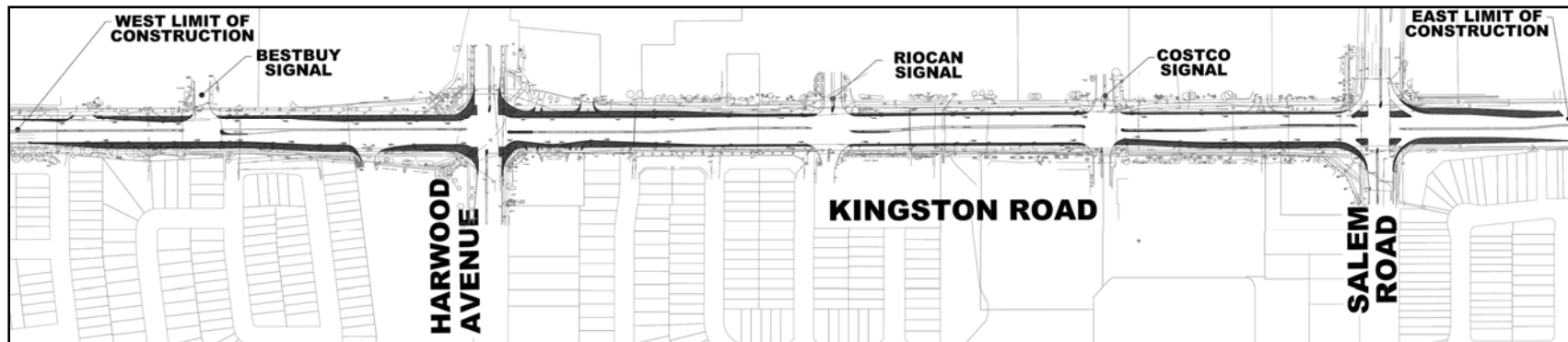


Public safety	Delineate construction zone and fence or sign hazards.
Traffic delay	Maintain two lanes in peak direction (am – WB, pm – EB) during peak hours (7-9 am and 3:30-6 pm). Maintain 1 lane minimum in each direction at all times. Use pay duty police when working in intersections. Stage work to reduce extent of site disturbed at one time.
Pedestrian safety	Maintain sidewalks and bus stops to the greatest extent possible. Maintain pedestrian crossings. Clearly sign alternate routes / relocated bus stops.
Access to business entrances	Maintain access at all times. Maintain most entrances during most construction and during non-construction hours.
Construction noise	Obey Town of Ajax noise bylaw. Exemption for night work will be requested for watermain crossing and surface asphalt paving.
Construction mud and dust	Through traffic always on asphalt (except for four hours after night closure). Entrances paved promptly. Housekeeping by contractor during project.

Construction in Ajax - HARWOOD TO SALEM

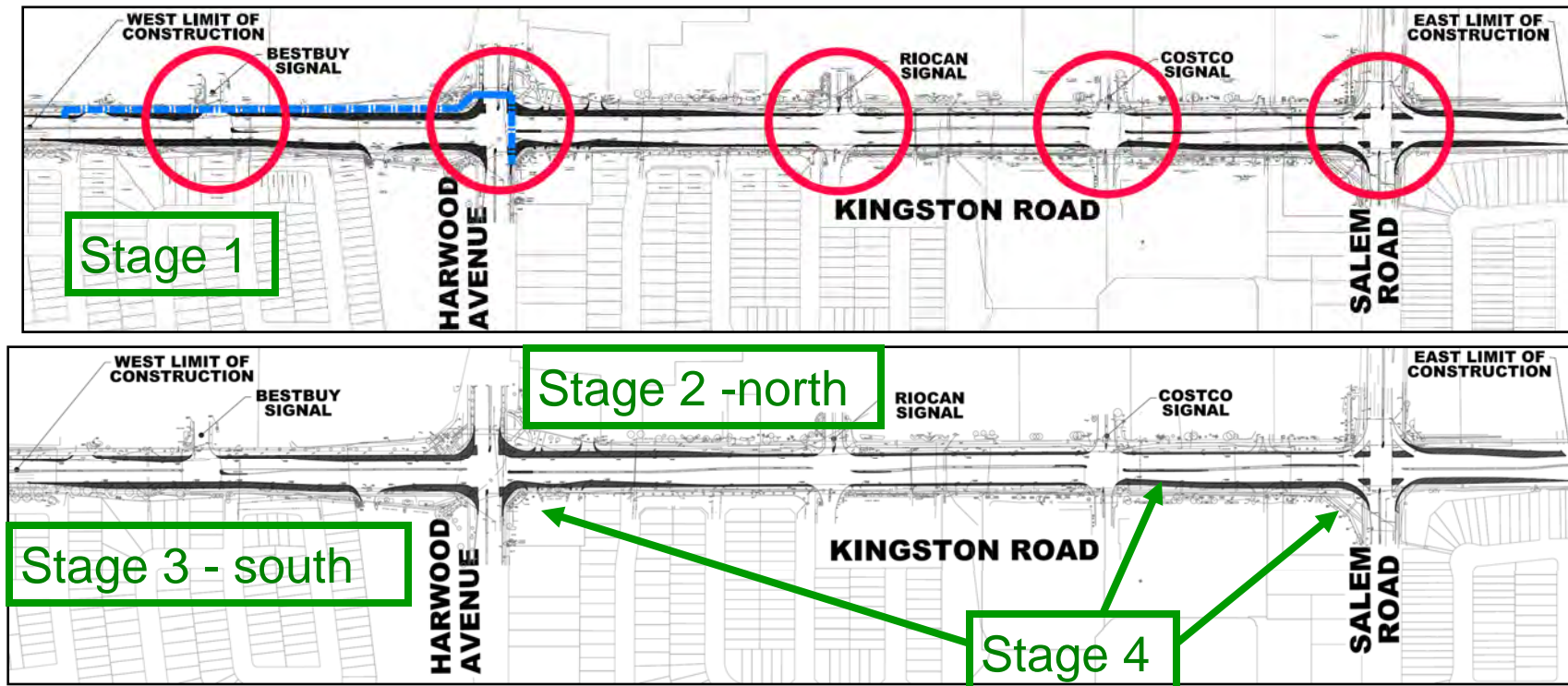


- Widening Hwy 2 between traffic signal west of Harwood to just east of Salem
- Schedule:
 - Spring 2013 – utility relocations (ongoing, March – June)
 - Summer and Fall 2013 – road widening and intersections (July – Nov)
 - Spring 2014 – surface asphalt including resurfacing of existing roadway (May 2014)



2013 Construction Staging

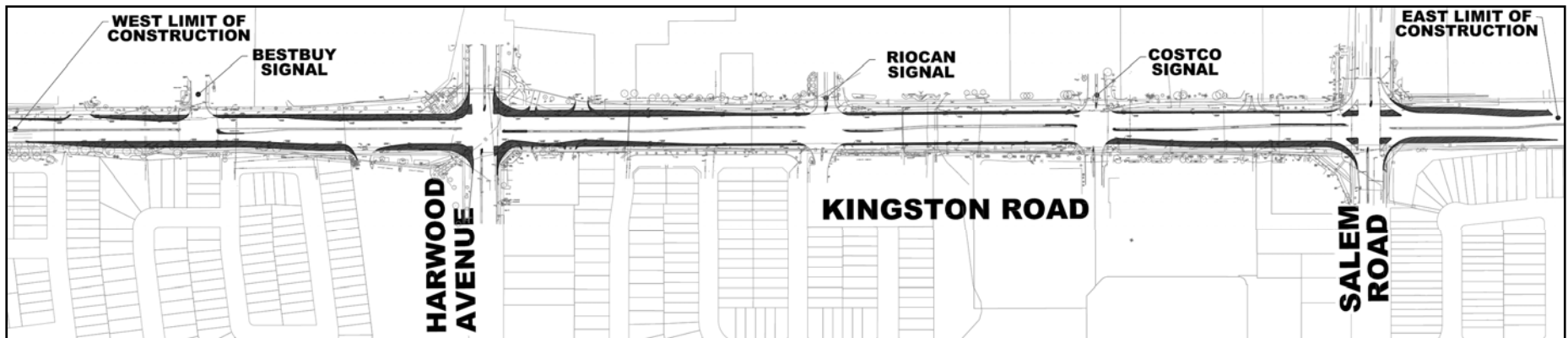
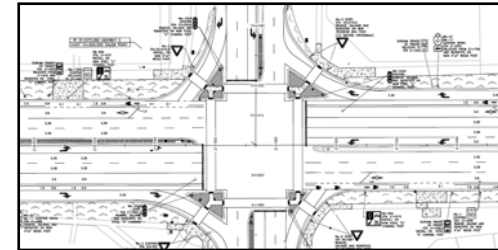
1. Install temporary traffic signals and new watermain
2. Widen roadway on north side
3. Widen roadway on south side
4. Construct median modifications including intersections
5. Return in 2014 for surface asphalt paving & core lanes resurfacing



Communications before & during Construction

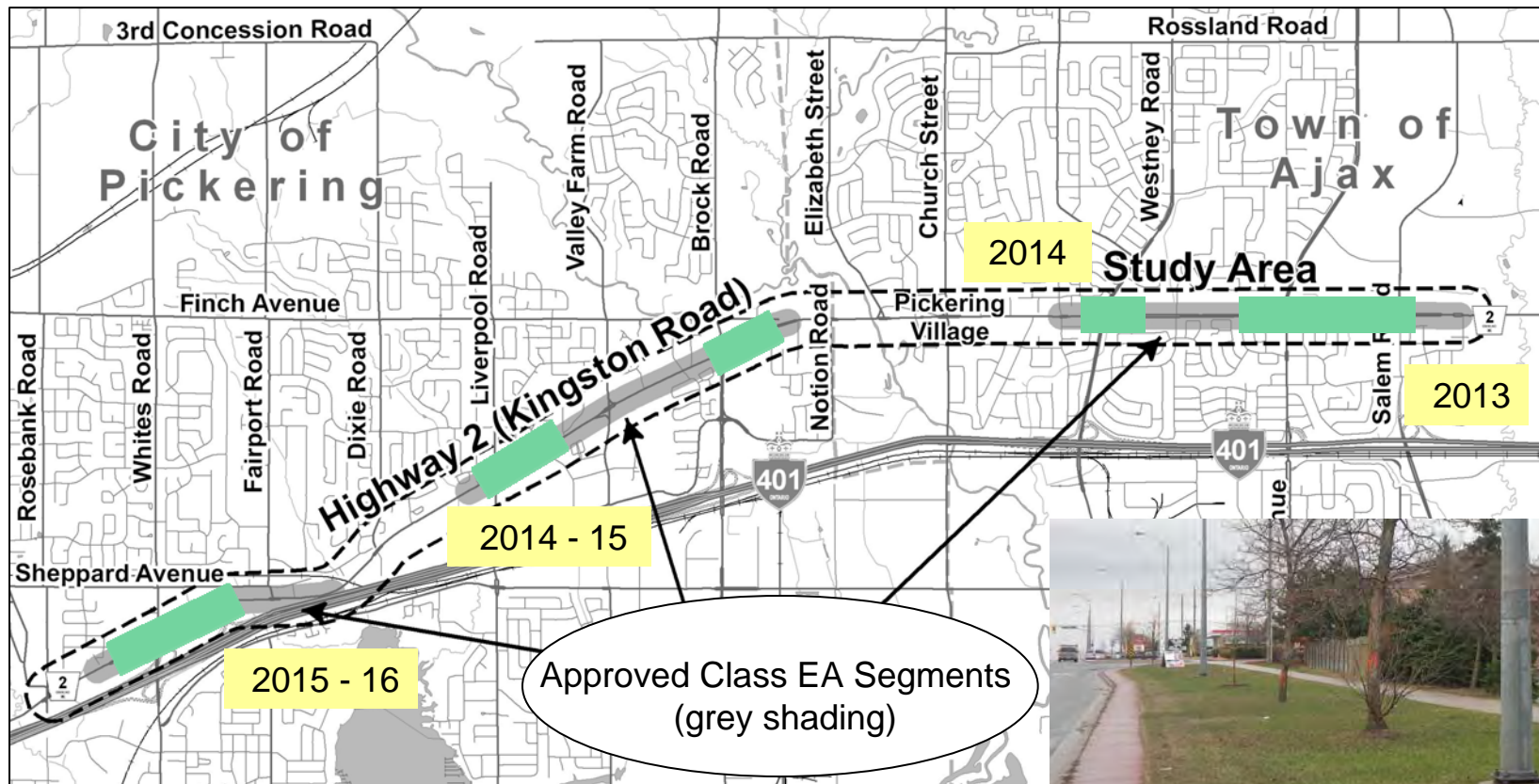


1. Public Information Centre with mailed notification Newsletter
2. Updates to Ajax and emergency services re any closures
3. Variable message signs
4. Website updates durhambrt.ca
5. Newspaper advertisements
6. Newsletter to fronting businesses
7. Region's construction inspector phone number advertised
8. Region's construction coordinator phone number / email advertised



Next Steps / Discussion / Questions?

- Continue utility relocations
- Tender 2013 roadworks package (Harwood – Salem)
- Investigate impacts of Region noise policy change – surveying back yards
- Continue with EA addendums, design and property purchase for Westney Road and Pickering locations





FINANCIAL SUSTAINABILITY PLAN DRAFT RECOMMENDATIONS

Capital Project Funding

Methodology

- Full conversion to a reserve based funding model
- Previous method was a combination of general levy and reserves

Issues Resolved

- Funding conflict, when distinctly different capital needs are competing for the same funding source, has been eliminated
- Correctly aligns major and minor infrastructure maintenance in the Capital and Operating budgets respectively
- Increased funding to help clear the backlog of major infrastructure rehabilitation and maintenance demands

Discretionary Stabilization Reserves

Election Reserve

- No change

Stabilization Reserve

- Three existing reserves merged into one single reserve
- Will operate the same as the current Tax Rate Stabilization and Working Funds reserves
- Based on GFOA best practices recommendation, balance will be set at 5% of own source revenues

Discretionary Capital Reserves

- Total capital reserves have been reduced from 13 to 12
 - 7 reserves maintained; 5 added and 6 have been eliminated
- Infrastructure Reserve (Slots) merged with three other infrastructure reserves
- Balance of Capital Contingency set at \$2,500,000
- Allocation to Post Growth increased from 10% to 15% of annual assessment growth
- Establishing target balances deferred until first major plan update

Allocation of Slots & Veridian Revenues

Slots

- Will continue to fund “grandfathered” grants program and Town managed Social Infrastructure Funds
- Allocation to Debt Reduction Reserve reduced from 50% to 25%
- Remainder to be allocated to 6 capital reserves
 - 3 - Infrastructure Maintenance; Roads, Buildings, General
 - 1 - Vehicle/Equipment Replacement
 - 1 - Development
 - 1 – Strategic Initiatives

Veridian

- Allocated to the same 6 capital reserves as the Slots revenue
- % allocations are different than Slots



Discretionary Reserve Policies

- 1) General Levy reserve allocations to be approved in December, as part of the Capital Budget/LRCF
- 2) General Levy allocations to increase annually, by a minimum of 25% of assessment growth
- 3) All general levy interest above 2013 budget, to be allocated to the capital reserves
- 4) Target spending or funding “cap” of 65% of revenues, to be applied to all capital reserves; will be used as a guideline
- 5) Allocation of Operating Budget Surplus
 - first to Stabilization Reserve to meet balance requirement
 - remainder based on staff recommendation, subject to Council approval

Long Term Debt Policies

- 1) Purposes for which Debt can be Issued
 - no change; new buildings or expansions and repurposing
- 2) Length of Debenture
 - Goal remains 15 years, but can go to 10 or 20 years
- 3) Maximum Debt per Project
 - Debt restricted to 30% of total project cost
- 4) Tax Room from Retired Debt
 - Transfer to Building Maintenance Reserve to be added to current practice of allocating to the Debt Repayment Reserve
- 5) Third Part Debt & External Revenues
 - Town will not issue on behalf of or guarantee debt for external third parties
 - Debt payments cannot be reliant on the receipt of future revenues
- 6) Maximum Debt Limit
 - Provincial limit – debt payments cannot exceed 25% of revenue (excluding internal debt)
 - Town Limit – 7.5% of revenue, including internal debt



Related Items

Supplementary Tax Revenue

- Budget to be capped at current \$500,000
- Any surplus to be allocated to Post Growth Reserve

Reserve Reallocations/Jan. 1, 2014 Opening Balances

- Final report will request that authority to be delegated to the Director of Finance/Treasurer to complete this work
- Full report will be presented to GGC when complete

Benefits of the FSP

- More focused and effective priority setting by Council
- Decision making tool for Council, during and after budget
- Flexibility to manage and adjust to changed circumstances
- Protection from negative financial impacts resulting from external factors beyond the Town's control (e.g. economy, slots revenues, etc.)
- Immediate increase in capital spending on critical infrastructure
- Guaranteed annual increases in total reserve balances

Benefits of the FSP

- Taxation revenue from growth applied to growth related needs
- Reasonable, consistent, predictable tax rate increases
- Tax burden fairly shared between existing and future taxpayers
- “Made in Ajax” solution; designed to fit our unique needs