



## ADDITIONAL COUNCIL AGENDA

WEDNESDAY, April 11, 2012

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### 6. DEPUTATIONS

(c) Carassauga

Heather Grand, Chair of Carassauga withdrew her deputation.

(e) No Parking Sign

Aeda Naami, resident and active member of the parish will appear before Council in opposition of the no parking from 10 am – 1pm Sundays Only sign.

Petition P-1

(f) An 8-month U-PASS for All Students at The University of Toronto at Mississauga (pilot project 2012-2013)

Gilbert Cassar President of the University of Toronto Mississauga's Students' Union (UTMSU) and Roxanne Vieira, Executive of the Association of Erindale Part-Time Undergraduate Students will highlight some key relevant points on the 8-month U-PASS program pilot project.

Corporate Report R-3

**8. CORPORATE REPORTS**

- R-3 Report dated April 4, 2012, from the Commissioner of Transportation and Works re: **MiWay – University of Toronto Mississauga (UTM) – Universal Transit Pass Program – Part-Time Month Pilot 2012**

Recommendation:

That the report entitled MiWay - University of Toronto at Mississauga (UTM) – Universal Transit Pass Program – Part-Time Eight Month Pilot 2012 dated April 4, 2012, from the Commissioner of Transportation and Works be received for information.

Motion

**12. CORRESPONDENCE**

- (a) Information Items: I-1-I-4

- I-3 Letter dated April 5, 2012, from Minister of Infrastructure and Transportation referring to Ontario's 2012 Budget and the moderate changes to fees affected by the 2012-2013 Budget.

Received for information

- I-4 Email dated April 9, 2012 from the town of Parry Sound supporting the City of Mississauga Resolution 0046-2012 urging the Association of Municipalities of Ontario (AMO) to work with the municipalities across the Province of Ontario and wireless service providers to request the Hydro One reconsider its moratorium on the location of telecommunication antennas on existing hydro infrastructures.

Received for information

**14. BY-LAWS**

- B-7 A by-law to authorize the execution of a Universal Summer Transit Pass Agreement for the implementation of a universal summer transit pass for use by student of the University of Toronto at Mississauga.

GC-0202-2012/April 4, 2012

- B-8 A by-law to amend Mississauga Fees and Charges: MiWay, the new Mississauga Transit Fares By-law 284-11.

GC-0202-2012/April 4, 2012



# Corporate Report

Clerk's Files

Originator's Files

**COUNCIL AGENDA**  
APR 11 2012

**DATE:** April 4, 2012

**TO:** Mayor and Members of Council  
Meeting Date: April 11, 2012

**FROM:** Martin Powell, P. Eng.  
Commissioner of Transportation and Works

**SUBJECT:** **MiWay – University of Toronto at Mississauga (UTM) – Universal Transit Pass Program – Part-Time Eight Month Pilot 2012**

**RECOMMENDATION:** That the report entitled MiWay - University of Toronto at Mississauga (UTM) – Universal Transit Pass Program – Part-Time Eight Month Pilot 2012 dated April 4, 2012, from the Commissioner of Transportation and Works be received for information.

**BACKGROUND:** MiWay staff in partnership with the University of Toronto's Mississauga Campus UTMSU, has in place a three year U-Pass contract until April 30, 2014. This contract includes full-time undergraduates and full-time graduates who attend UTM for the eight month term (September to April). U-Pass programs, being universal by nature, require mandatory participation by all members and therefore approximately 11,000 students are part of the eight month U-Pass program for the 2011/2012 academic year.

The U-Pass price for 2011/2012 is set at \$130 per student and provides for a nine percent increase to the price in each of the contract years. For September 2012 the eight month U-Pass price rises to \$141.70. The annual 9% price increase begins to move the U-Pass price closer to other Ontario U-Pass pricing.

While UTMSU proposed that similar programs are much lower in price in other provinces, it has to be acknowledged that those jurisdictions provide a substantially higher level of subsidy to public transit in general than the Province of Ontario. A fair comparison can only be done within our province. See Appendix 1 for a comparison with other U-Pass prices in Ontario.

When comparing U-Pass revenue per boarding with the student monthly pass, the U-Pass generates 40.7 cents less revenue per boarding. This represents an additional subsidy of \$779,100 for 2011/2012 or \$72.14 per U-Pass holder.

UTMSU expressed interest not only in a four month summer U-Pass pilot with the inclusion of both full-time and part-time students but also on adding part-time students to the existing eight month U-Pass program population base. The majority of existing U-Pass programs do not include an option for part-time students and do not offer summer U-Pass participation either.

**COMMENTS:**

MiWay does not have experience with the part-time university student transit usage at this time to accurately forecast cost and revenue, leading to an equitable U-Pass pricing strategy that is fair to both taxpayers and students. The 2012 summer pilot program will provide part-time student usage rates and travel patterns. The results will be evaluated and will allow staff to establish a base for a balanced and reasonable price for the inclusion of part-time students in the eight month U-Pass program, but such information will only be applicable to future years.

UTMSU has provided MiWay with student data to estimate the anticipated revenue expected from the inclusion of the additional 720 part-time students who attend UTM over the eight month term (September – April). Although the data can not be validated by MiWay staff, we have undertaken calculations to estimate the net revenue impact of including the part-time student population in the eight month U-Pass program.

Student data suggests that 43% of the 720 projected part-time student population are already MiWay customers. Based on that estimation, about 309 part-time students currently purchase MiWay fares. Best estimation is that the net revenue loss from moving those customers from being regular student monthly pass users (\$101.00 per month x 8 = \$808.00) to the U-Pass program (a total of \$141.70 for eight months) will be approximately \$150,000 (or \$206 per student) for the eight month period.

MiWay is aware that there have been occasions of fare abuse through the U-Pass program. All fare systems experience some degree of fare evasion through misuse. To minimize fraud, the U-Pass includes a name and a University identification number which must match the photo identification card of the pass bearer. Over the last 15 months, and while conducting their regular fare checks, transit enforcement officers reported just five incidences of U-Pass confiscation due to mismatched pass and identification documents.

Another source of misuse results from full-time students down grading their student status from full to part-time but continuing to use their U-Pass for the remainder of the year. Discussions with the University administration revealed that the reasons for students reverting to part-time are varied and include academic, financial, medical or personal reasons. It is the administration's view that the U-Pass is not a driver in this decision.

In summary, while there is a misuse in the U-Pass program it is not of the significant scale portrayed, and not of a scale to offset the revenue loss originated through the inclusion of part-time students in the eight month U-Pass program.

Considering the number of part-time students (720) to be added, MiWay does not anticipate any undue stress on current service design, except for the possibility of occasional overcrowding which, at this time, is impossible to predict due to the lack of data. In general, it is not expected that additional resources would be required to handle increased usage resulting from adding the part-time students to the existing eight month U-Pass program.

**STRATEGIC PLAN:** New and innovative ideas that encourage transit ridership lead to improve the transportation, environment and health of the community.

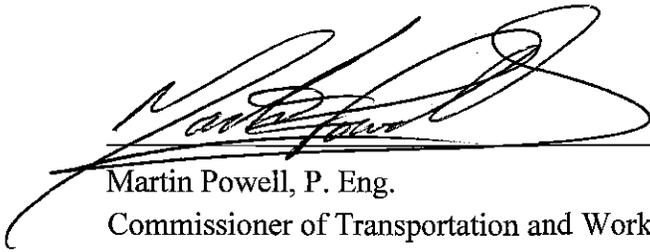
This program achieves several of the City's strategic goals by:

- **Developing a Transit Orientated City**
  - ✓ develop environmental responsibility
  
- **Living Green**
  - ✓ promoting a green culture
  
- **Ensuring Youth, Older Adults and New Immigrants Thrive**
  - ✓ ensure affordability and accessibility
  - ✓ attract and retain youth

**FINANCIAL IMPACT:** The U-Pass price is set at a discounted rate to encourage support for the U-Pass program, build student participation and overall ridership on MiWay. The U-Pass price for UTM students is currently set for the 2012-2013 period at \$141.70. This amounts to \$17.71 per month to ride transit. A typical student pass in Mississauga costs students \$101 per month and therefore part-time students will save \$83.29 per month on transit fares if included in the eight month U-Pass program resulting in potential revenue losses estimated at \$150,000. On average, the U-Pass will generate 40.7 cents less revenue per boarding than the student monthly pass.

**CONCLUSION:** In summary, while the 2012 summer U-Pass pilot will provide MiWay staff with valuable usage and travel data related to part-time students, their inclusion in the 2012-2013 eight month U-Pass program will likely cause a loss in annual revenue in the vicinity of \$150,000. There are no major concerns as to the increased demand exerting undue pressure on existing resources.

**ATTACHMENTS:** Appendix 1: Comparative U-Pass programs in Ontario



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Martin Powell, P. Eng.  
Commissioner of Transportation and Works

*Prepared By: Geoff Marinoff, P. Eng.  
Transit Director*

**Appendix 1**  
**Ontario UPass Comparative Programs**  
**2011 Values**

R-3(e)

<b>UPass comparative programs in Ontario</b>				
<i>Program rank by cost</i>	<b>Post-Secondary Education Institution</b>	<b>Area</b>	<b>2011 8-month UPass Equivalent</b>	<b>2011 Summer Upass Equivalent</b>
1	Georgian College	Barrie	\$460	--
2	Conestoga College	Guelph	\$418	--
3	Sir Sandford Fleming College	Peterborough	\$400	--
4	Algoma University	Sault Ste. Marie	\$320	--
5	Lambton College	Sarnia	\$300	--
6	Carleton University	Ottawa	\$290	\$255
7	Ottawa University	Ottawa	\$290	\$255
8	University of Guelph	Guelph	\$188	--
9	McMaster University	Hamilton	\$183	\$284
10	Fanshawe College	London	\$182	--
11	University of Western Ontario	London	\$182	--
12	Canadore College	North Bay	\$181	--
13	Brock University	St Catharines	\$169	\$290
14	Redeemer University College	Ancaster	\$160	--
15	Laurentian University	Sudbury	\$158	--
16	Trent University	Oshawa	\$147	\$80
17	Nipissing University	North Bay	\$145	--
18	Durham College	Oshawa	\$140	--
19	University of Ontario Institute of Technology (UOIT)	Oshawa	\$140	\$90
20	Niagara College	Niagara Region	\$139	\$290
<b>21</b>	<b>University of Toronto (Mississauga)</b>	<b>Mississauga</b>	<b>\$130</b>	<b>\$140</b>
22	Mohawk College	Hamilton	\$126	\$284
23	University of Waterloo	Waterloo	\$121	--
24	Wilfrid Laurier University	Waterloo	\$107	--
25	Lakehead University	Thunder Bay	\$100	--

COUNCIL AGENDA  
APR 11 2012

Ministry of Infrastructure      Ministère de l'Infrastructure  
 Ministry of Transportation    Ministère des Transports  
 Office of the Minister        Bureau du ministre  
 Ferguson Block, 3<sup>rd</sup> Floor      Édifice Ferguson, 3<sup>e</sup> étage  
 77 Wellesley Street West      77, rue Wellesley ouest  
 Toronto ON M7A 1Z8            Toronto (Ontario) M7A 1Z8  
 416-327-9200                    416-327-9200



April 5, 2012

MEMORANDUM FROM:      The Honourable Bob Chisholm

RE:                              Ontario's 2012 Budget

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

**Strong Action for Ontario**

Ontario's bold 2012 Budget was recently presented by the Minister of Finance. We need to strengthen the foundation of the economy. To ensure strong job growth into the future, Ontario must eliminate the deficit. I am pleased to note the provincial budget is on track to be balanced in 2017-18.

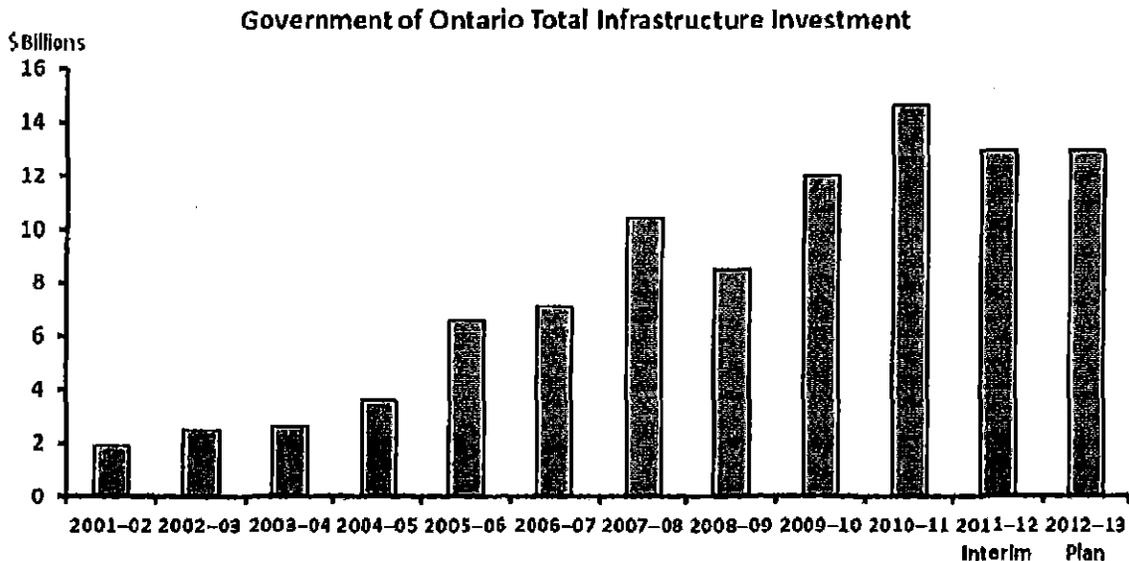
**Infrastructure**

After a careful review of the capital plan, the government has found capital savings of more than \$3.2 billion over the next six years. Four major hospital projects have been cancelled and two others rescope, unannounced funding for schools and postsecondary institutions has been reduced, and transportation funding has been reduced over the next six years.

However, the Budget continues our government's strong record of infrastructure investment. Our capital plan remains robust. We plan to invest more than \$35 billion over the next three years, including \$12.9 billion this year — a level of investment far higher than that of the 1990s and early 2000s. We are building the infrastructure that Ontario needs, and our infrastructure investments will help create or preserve over 100,000 jobs on average in each of the next three years.

We are focusing our investments on the most critical areas, to maximize the return on those investments. *Building Together*, Ontario's long-term infrastructure plan released in June 2011, will continue to guide the investments we make, with its principles of investing in core economic infrastructure, aligning our investments to demographic change, and ensuring strong asset management. Our investments in smart infrastructure will strengthen Ontario's economy for future growth and prosperity, and support the government's priorities in health and education.

.../cont'd



Total Infrastructure Investment is net of third-party contributions and is presented on a nominal basis.  
 Note: Starting in 2002-03, infrastructure investments include the cost of tangible capital assets acquired by the province and consolidated government organizations. Starting in 2005-06, the provincial reporting entity was expanded to include colleges, school boards, and hospitals.

Source: Ontario Ministry of Infrastructure.

### Key Infrastructure Investments

Some of the benefits from our government's infrastructure projects include:

- **Better movement of goods and people across Ontario's highway network.** Investments in highway projects like the Windsor-Essex Parkway, the Highway 407 East extension, and the significant expansion of Highway 417 in Ottawa will reduce travel times and boost the economy. The continued four-laning of sections of Northern Ontario's Trans-Canada Highway corridors will support the Growth Plan for Northern Ontario, helping to promote economic growth, sustain an evolving industrial base, and meet the social needs of northern residents.
- **More public transit investments.** Modern transit systems such as the Ottawa Light Rail Transit system and the York Viva Bus Rapid Transit, and continued improvements to the GO Transit network like the Air Rail Link, reduce congestion and provide more transportation choices to Ontarians. Our government is also continuing to support municipalities' transit systems through a guaranteed share of the provincial gas tax. Since 2003, we have invested more than \$13.4 billion in public transit in Ontario, including more than \$6 billion in GO Transit. We have committed more than \$3.8 billion in the TTC, and additionally our Toronto Caucus has been able to secure \$8.4 billion to be further invested in transit in Toronto.

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Examples of Public Transit Commitments Under Construction	Provincial Commitment
Metrolinx Rapid Transit Projects in Toronto	\$8.4 billion
Gas Tax	Invested \$1.9B since 2004
York Region VIVA Bus Rapid Transit	\$1.4 billion
Toronto-York Spadina Subway Extension	\$870 million
Ottawa LRT	\$600 million
Toronto Streetcars	\$416.3 million
Union Station Improvements and GO Transit Train Shed	\$372 million
Waterloo Region Rapid Transit Project	\$300 million
Union-Pearson Air Rail Link – Spur Line & Terminal One Station	\$128.6 million
Brampton Zum Bus System	\$95 million
Durham Hwy 2 Bus Rapid Transit	\$82 million
Mississauga Transitway*	\$65 million

\* Note: An additional \$48 million will flow through GO Transit for the western portion of the Mississauga Transitway project from Winston Churchill Boulevard to Erin Mills Parkway

- **A stronger education system.** Capital funding to fully implement full-day kindergarten will provide improved places for children to learn. New postsecondary education facilities, such as the 19 new college and university projects that were announced following the launch of *Building Together* last spring, will help ensure that infrastructure is aligned with the needs of students and can provide the well-trained workforce Ontario's economy needs.
- **Healthier lifetime outcomes.** Modern healthcare infrastructure, including more than 30 new major hospital projects planned, in addition to the 25 major projects currently under construction, enables patients to be treated in state-of-the-art facilities. The government is also working to provide more appropriate care for those patients who no longer need expensive acute care spaces in hospitals.

Through expanded use of Infrastructure Ontario, we will ensure that more infrastructure projects come in on time and on budget, and that a wider range of projects and sectors use the Alternative Financing and Procurement model. We are building on strong foundations — since 2005, Infrastructure Ontario has completed more than 20 large complex infrastructure projects using the AFP model, with estimated value for money savings of over half a billion dollars. We will also work with our infrastructure partners across the broader public sector to improve asset management practices, ensuring that public dollars are spent as carefully and effectively as possible.

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### The Federal Long-Term Infrastructure Plan

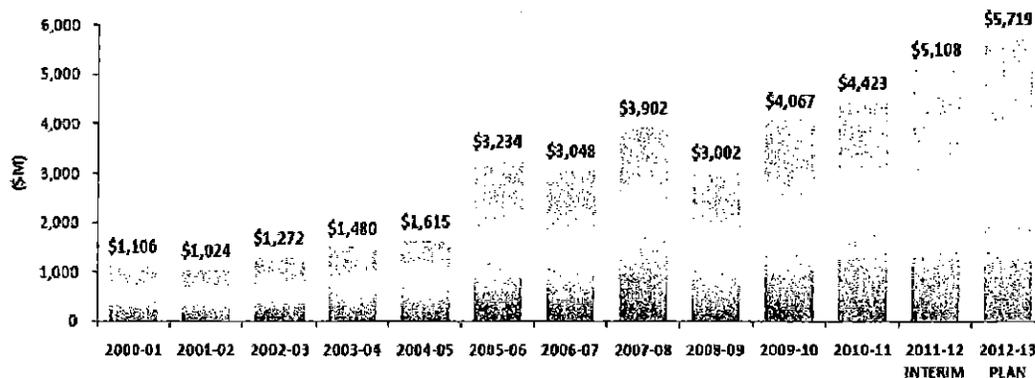
When we launched *Building Together*, we spoke about the need for co-ordination and meaningful dialogue between Ontario and the federal government around future federal infrastructure programs. We are pleased that the federal government has now started the process for their own long-term infrastructure plan, and we are working with them, our municipal partners and Ontario's stakeholders to ensure that the federal plan meets Ontario's core infrastructure priorities and contributes to job creation and economic growth.

### Transportation

Since 2003, we have invested more than \$14 billion to expand and improve Ontario's highways. This is double what the previous government invested. We have invested more than \$3.8 billion in Northern Ontario's highways. This year we are investing an additional \$550.5 million in Northern Ontario highway construction.

Our focus continues to be on ensuring that the province's highways and bridges remain safe, while also making the necessary investments in transit. In fact, since 2000, the total capital infrastructure investments (including southern and northern highways as well as Metrolinx investments) have increased from over \$1.1 billion in 2000/01 to over \$5.7 billion in 2012/13.

Government of Ontario Total Transportation Investment



Source: Ontario Public Accounts (2000-01 to 2010-11) and the 2012 Ontario Budget.

To help support these investments, the government charges a variety of transportation-related fees. As you may know, Ontario is changing driver and vehicle licence fees for the first time in many years. Some fees have not changed in a generation. This will help make sure the province's roads and bridges remain safe and in good repair. Safety of our provincial highways and bridges remains a top priority.

.../cont'd

- 5 -

The ministry will be increasing fees incrementally, based on the cost to deliver transportation infrastructure and services. We balanced between personal and commercial impacts. This moderate approach will generate approximately \$57 million in 2012-13. Affected fees include:

- permit fees for truck and bus operators
- permits for trailers and vehicles
- new driver's licences and renewals
- farm and off-road/snow vehicles.

The government is also proposing legislation to provide authority to toll the new Highway 407 East (between the easterly end of Highway 407 and Highway 35/115), which is needed before the first phase of the extension's anticipated opening in 2015. These tolls will be collected and retained by the province.

I look forward to continuing to work together to build a strong, economically competitive Ontario for the future.

Sincerely,



Bob Chiarelli  
Minister

**Carol Horvat**

**From:** Jackie Boggs [jboggs@TownofParrySound.com]  
**Sent:** 04/09/2012 11:08 AM  
**To:** Hazel McCallion; AMO; Cindy Vankoughnett; Craig Jeffery; Liliane Nolan; Rob Mens; Stephen Kaegi (CarlingTownship); Stephen Kaegi (The Archipelago); Tom Stockie  
**Subject:** Support of Mississauga's Resolution No. 00046-2012  
**Attachments:** DOC.PDF

At the last meeting of Council for the Town of Parry Sound, held April 3, 2012, the attached resolution was passed in support of Mississauga's request to Hydro One to reconsider its moratorium on the location of telecommunication antennas on existing hydro infrastructures.

Regards,

Jackie Boggs, B.A. (Hons.)  
 Deputy Clerk - E.A.  
 Town of Parry Sound  
 52 Seguin Street  
 Parry Sound, Ontario P2A 1B4  
 Tel: 705-746-2101 X224 Fax: 705-746-7461  
 email: [jboggs@townofparrysound.com](mailto:jboggs@townofparrysound.com)

**COUNCIL AGENDA**  
APR 11 2012

Please consider the environment before printing this e-mail or its attachments

-----Original Message-----

**From:** Public Works Xerox Copier [mailto:xerox5740@townofparrysound.com]  
**Sent:** April 9, 2012 12:04 PM  
**To:** Jackie Boggs  
**Subject:** Scan from a Xerox WorkCentre

Please open the attached document. It was scanned and sent to you using a Xerox WorkCentre.

Attachment File Type: PDF

Device Name: PUBLIC WORKS

<input checked="" type="checkbox"/> Receive	<input type="checkbox"/> Resolution
<input type="checkbox"/> Direction Required	<input type="checkbox"/> Resolution / By-Law
<input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works	For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report

**RECEIVED**

**REGISTRY No.** 1350  
**DATE** APR 09 2012  
**FILE No.** C.06  
**MAYORS OFFICE**

I-4(a)

8.1



**THE CORPORATION OF THE TOWN OF PARRY SOUND**  
**RESOLUTION IN COUNCIL**

**NO. 2012 - 071**

**DIVISION LIST**

**YES   NO**

**DATE: April 3<sup>rd</sup>, 2012**

Councillor **P. BORNEMAN**  
Councillor **B. HORNE**  
Councillor **B. KEITH**  
Councillor **D. MCCAULEY**  
Councillor **K. SAULNIER**  
Councillor **D. WILLIAMS**  
Mayor **McGARVEY**

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**MOVED BY:**

*B. Keith*  
\_\_\_\_\_

**SECONDED BY:**

*Ha*  
\_\_\_\_\_

**CARRIED:**  **DEFEATED:**  **Postponed to:** \_\_\_\_\_

**THAT** the Council of the Town of Parry Sound does hereby support the City of Mississauga Resolution No 00046-2012 and urges the Association of Municipalities of Ontario (AMO) to work with the municipalities across the Province of Ontario and wireless service providers to request that Hydro One reconsider its moratorium on the location of telecommunication antennas on existing hydro Infrastructures

\_\_\_\_\_  
MAYOR



RESOLUTION 0046-2012  
adopted by the Council of  
The Corporation of the City of Mississauga  
at its meeting on March 7, 2012

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0046-2012 Moved by: Pat Saito

Seconded by: Katie Mahoney

1. That the Report dated March 5, 2012 from the Commissioner of Planning and Building entitled "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol", be received for information.
2. That the revised "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol" attached as Appendix 2 in the Report dated March 5, 2012, from the Commissioner of Planning and Building entitled "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol", be adopted as an interim protocol.
3. That the Report dated March 5, 2012, from the Commissioner of Planning and Building entitled "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol" and resolution of Council be circulated to all Mississauga wireless service providers, local Members of Parliament and Ratepayer Associations in Mississauga.
4. That a fee of \$2,500.00 be approved for the processing and consultation required for Telecommunications Tower/Antenna Facilities Request Forms and that the necessary amendment to the City's Fees and Charges By-law be brought forward to Council for consideration.
5. That a fee of up to \$4,000.00 plus 15% administration fee be approved for the purposes of retaining a consultant, when and if required, to assist with the review and consultation required for Telecommunication Tower/Antenna Facilities requests and that the necessary amendment to the City's fees and Charges By-law be brought forward to Council for consideration.
6. That the Commissioner of Planning and Building report back on the effectiveness of the new process by December 31, 2012.

I-4(c)

7. That the City of Mississauga request that the Association of Municipalities of Ontario (AMO) work with municipalities across the Province of Ontario and wireless service providers to request that Hydro One reconsider its moratorium on the location of telecommunication antennas on existing hydro infrastructure.
8. That the City of Mississauga staff meet with AMO officials as soon as possible in view of Mississauga's and other municipalities' growing need to have Hydro One change its practice; and that the local Members of Parliament and local Members of Provincial Parliament are asked to support this request by writing to AMO, the Province of Ontario and Hydro One.
9. That the City of Mississauga request that Industry Canada reconsider the exclusion criteria established in their document CPC-2-0-03, Section 6, to require proponents to consult with the Land Use Authority and the public for new telecommunication towers with a height of less than 15m (49.2ft.) above ground level.