ORDERS OF THE DAY

FOR TUESDAY, SEPTEMBER 11, 2018 – 9:00 A.M.

Official County Photograph at 8:45 A.M.

ORDER

1st	Meeting Called to Order
2nd	Adoption of Minutes – August 14, 2018
3rd	Disclosure of Pecuniary Interest and the General Nature Thereof
4th	Presenting Petitions, Presentations and Delegations

DELEGATION:

9:00 a.m. Geoff Hogan, CEO, SWIFT (SouthWestern Integrated Fibre Technology) with a Project Update and Membership PowerPoint. (attached)

5th	Motion to Move Into "Committee Of The Whole Council"
6th	Reports of Council, Outside Boards and Staff
7th	Council Correspondence

1) Items for Consideration
2) Items for Information (Consent Agenda)

8th **OTHER BUSINESS**

1) Statements/Inquiries by Members
2) Notice of Motion
3) Matters of Urgency

9th	Closed Meeting Items
10th	Recess
11th	Motion to Rise and Report
12th	Motion to Adopt Recommendations from the Committee Of The Whole
13th	Consideration of By-Law
14th	ADJOURNMENT

LUNCH WILL BE PROVIDED

NOTICE:

September 25, 2018	County Council Meeting
October 16, 2018	County Council Meeting
November 23, 2018	Warden's Dinner – Masonic Centre of Elgin

Accessible formats available upon request.

DRAFT COUNTY COUNCIL MINUTES
Tuesday, August 14, 2018
Accessible formats available upon request.

The Elgin County Council met this day at the Administration Building at 9:00 a.m. with all members present.

Warden Marr in the Chair.

An additional verbal addendum item was added to Reports from the Chief Administrative Officer regarding the Revised Schedule for Port Bruce Temporary Bridge Opening.

ADOPTION OF MINUTES

Moved by Councillor Jones
Seconded by Councillor Jenkins

THAT the minutes of the meeting held on July 24, 2018 be adopted.

- Carried.

DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF – None.

ACKNOWLEDGEMENT OF LAME DUCK PERIOD AND RESTRICTIONS

With the close of nominations on July 27, 2018, County Council is officially lame duck. This means that certain actions of Council become restricted knowing that less than ¾ of the members of the outgoing Council will be on the new Council.

Council previously passed a by-law giving the Chief Administrative Officer additional authority to make certain decisions that Council will be unable to make if the County enters a “lame duck” period on July 27, 2018.

It has been determined that the acts of Council are restricted – and Council cannot take the following actions:

1. The appointment or removal from office of any officer of the municipality.
2. The hiring or dismissal of any employee of the municipality.
3. The disposal of any real or personal property of the municipality which has a value exceeding $50,000 at the time of disposal.
4. Making any expenditures or incurring any other liability which exceeds $50,000.

The lame duck rules are laid out in the Municipal Act. The Chief Administrative Officer will continue to report and discuss all actions with Council and will not act independently.

PRESENTATION

The Warden presented Leesa Shanley, POA Supervisor with an award from the Municipal Court Managers’ Association (MCMA). Ms. Shanley was presented with the 2018 Commitment to the Organization Award for her dedication to advocate for the organization, her positive contribution to improvement, her engagement, involvement and selflessness. Ms. Shanley has worked in the Ontario Justice System for over 28 years; nearly 15 of those have been with the County of Elgin. Her experience and detailed knowledge of court operation and willingness to mentor her peers made her the perfect candidate for this award.

Moved by Councillor Wiehle
Seconded by Councillor Mennill

THAT we do now move into Committee of the Whole Council.

- Carried.

REPORTS

Victorian Order of Nurses (VON) - Meals on Wheels (MOW) Contract - 2018-2020 – Director of Homes and Seniors Services

The director presented the report recommending that Council authorize staff to enter into an agreement with the Victorian Order of Nurses (VON) to provide Meals on Wheels services to seniors in East Elgin.

Moved by Councillor Jones
Seconded by Councillor Ens

THAT the current price of Victorian Order of Nurses - Meals on Wheels increase to $6.65 in 2018 and $6.75 in 2019 with a two (2) year contract from 2018-2020; and,

THAT Council authorize staff to sign the 2018-2020 Meals on Wheels contract with the Victorian Order of Nurses.

- Carried.

Homes - Administrative Monetary Penalties and Re-Inspection Fees – Director of Homes and Seniors Services

The director presented the report informing Council that amendments to Bill 160 have introduced Administrative Monetary Penalties (AMPs) and re-inspection fees for Long-Term Care Homes (LTCHs).

Moved by Councillor Ens
Seconded by Councillor Wiehle

THAT the report titled “Homes - Administrative Monetary Penalties and Re-Inspection Fees” from the Director of Homes and Seniors Services, dated August 7, 2018, be received and filed.

- Carried.

Estate Donations to Support Alma College Collections – Director of Community and Cultural Services

The director presented the report informing Council that the Elgin County Archives has received a bequest of $50,000 and the Elgin County Museum has received a bequest of $10,000 to support future projects on Alma College collections maintained by both institutions.

Moved by Councillor Jenkins
Seconded by Councillor Martyn

THAT bequests in the amount of $50,000 to Elgin County Archives and $10,000 to Elgin County Museum be deposited into donation accounts for each institution for use on future projects relating to Alma College.

- Carried.

June 2018 Budget Performance – Director of Financial Services

The director presented the budget comparison for the County with favourable performance for the month of $24,000.

Moved by Councillor Mennill
Seconded by Councillor Jones

THAT the report titled “June 2018 Budget Performance” from the Director of Financial Services, dated August 7, 2018, be received and filed.

- Carried.

Regulation of Traffic By-Law Amendments - Port Bruce – Director of Engineering Services

The director presented the report recommending that Council approve amendments to the Through Road, Speed Limit and No Parking By-Laws in order to facilitate vehicle movements over the newly installed, single lane bridge in Port Bruce

Moved by Councillor Ens
Seconded by Councillor Mennill

THAT the appropriate respective By-Laws be made to include the following list of amendments:

By-Law No. 17-33 "Being a By-Law to Designate Through Highways"

- Road 73 – from the north side of Hale Street to the east side of Dexter Line
- Road 73 – from the west side of Levi Street to the south side of Dexter Line
- Road 73 – from the south side of Rush Creek Line to the west side of Bank Street

By-Law No. 17-11 "Being a By-Law to Authorize Speed Limits"

- Bank Street – 40km/h – from the north limit of Rush Creek Line to Imperial Road By-Law No. 16-11 "Being a By-Law for the Regulation of Traffic (No Parking)"
- Road 73 (Dexter Line) – from the north side of Colin Street to the north side of Dexter Line, being a distance of 290m.
- Rush Creek Line – from the west side of Bank Street to the east side of Imperial Road, being a distance of 252m.
- Bank Street – from the north side of Rush Creek Line to the south side of Imperial Road, being a distance of 146m; and,

THAT the Ontario Provincial Police be notified of these changes.

- Carried.

Revised Schedule for Port Bruce Temporary Bridge Completion – Chief Administrative Officer

The Chief Administrative Officer provided a verbal update regarding the revised estimated date for the completion of the Port Bruce Temporary Bridge. At the July 24, 2018 County Council meeting, the proposed completion date for this project was estimated at August 27, 2018. The County of Elgin appreciates the efforts made by contractor McLean Taylor in order to move up the opening date to the end of day on Monday August 20, 2018. It is Elgin County's desire to open the bridge at the earliest convenience while balancing safety of the public.

Moved by Councillor Wiehle
Seconded by Councillor Jones

THAT the verbal update from the Chief Administrative Officer regarding the Revised Schedule for Port Bruce Temporary Bridge Completion be received and filed.

- Carried.

CORRESPONDENCE

Items for Information (Consent Agenda)

1. Robert Biron, President and CEO, St. Thomas Elgin General Hospital thanking Council for opportunity to present at the July 24th Council meeting and for their support regarding funding deficiencies for Medium Sized Hospitals.

2. Geoff Hogan, Chief Executive Officer, Southwestern Integrated Fibre Technology Inc. with a SWIFT Capital Partner Update.

3. T.A. (Bert) McDonald, Inspector, Bureau Manager, Municipal Policing Bureau, Ontario Provincial Police informing Council that they will be at booth #513 in the Exhibit Hall at the

2018 AMO Conference or they are also available to meet at a more convenient scheduled time.

Moved by Councillor Mennill
Seconded by Councillor Jones

THAT Correspondence Items #1- 3 be received and filed.

- Carried.

OTHER BUSINESS

Statements/Inquiries by Members – None.

Notice of Motion – None.

Matters of Urgency – None.

Closed Meeting Items

Moved by Councillor Wiehle
Seconded by Councillor Jenkins

THAT we do now proceed into closed meeting session in accordance with the Municipal Act to discuss matters under Municipal Act Section 239.2;

In-Camera Item #1

(c) a proposed or pending acquisition or disposition of land by the municipality or local board; (h) information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them – Property Matters.

In-Camera Item #2

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose; (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board – Port Bruce Bridge.

In-Camera Item #3

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Potential Litigation.

In-Camera Item #4

(k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board – Contract Negotiations.

- Carried.

Moved by Councillor Jones
Seconded by Councillor Ens

THAT we do now rise and report.

- Carried.

In-Camera Item #1

Moved by Councillor Jones
Seconded by Councillor Wiehle

THAT staff proceed as directed.

- Carried.

In-Camera Item #2

Moved by Councillor Mennill
Seconded by Councillor Jenkins

THAT the Warden and Chief Administrative Officer proceed as directed.

- Carried.

In-Camera Item #3

Moved by Councillor Wiehle
Seconded by Councillor McWilliam

THAT the correspondence from Siskinds Law Firm be received and filed.

- Carried.

In-Camera Item #4

Moved by Councillor Jones
Seconded by Councillor Ens

THAT the report from the Chief Administrative Officer be received and filed.

- Carried.

REPORTS (continued)

License Agreement - North Erie Marina - Temporary Boat Launch - Lewis Street (South of Rush Creek Line), Malahide Township (Port Bruce) – County Solicitor

The solicitor presented the report seeking authorization for and execution of a License Agreement with North Erie Marina for use of a temporary boat launch now constructed within the Lewis Street road allowance, south of Rush Creek Line, in Malahide Township (Port Bruce).

Moved by Councillor Ens
Seconded by Councillor Mennill

THAT the report titled “License Agreement – North Erie Marina – Temporary Boat Launch – Lewis Street (South of Rush Creek Line), Malahide Township (Port Bruce)” from the County Solicitor, dated August 7, 2018, be received and filed; and,

THAT County Council authorize and direct the Warden and Chief Administrative Officer to execute the proposed License Agreement on behalf of Elgin County.

- Carried.

Motion to Adopt Recommendations of the Committee of the Whole

Moved by Councillor Jones
Seconded by Councillor Jenkins

THAT we do now adopt recommendations of the Committee Of The Whole.

- Carried.

BY-LAWS

Moved by Councillor Martyn
Seconded by Councillor Mennill

THAT By-Law No. 18-28 “To Amend the Schedule to By-law No. 17-33 Being a By-law to Designate Through Highways” be read a first, second and third time and finally passed.

- Carried.

Moved by Councillor Jenkins
Seconded by Councillor Jones

THAT By-Law No. 18-29 “To Amend the Schedule to By-law No. 17-11 “Being a By-law to Authorize Speed Limits” be read a first, second and third time and finally passed.

- Carried.

Moved by Councillor McWilliam
Seconded by Councillor Ens

THAT By-Law No. 18-30 “To Amend the Schedule to By-law No. EG1 (16-11) Being a By-law for the Regulation of Traffic” be read a first, second and third time and finally passed.

- Carried.

Moved by Councillor Jenkins
Seconded by Councillor Mennill

THAT By-Law No. 18-31 “Being a By-Law to Confirm Proceedings of the Municipal Council of the Corporation of the County of Elgin at the August 14, 2018 Meeting” be read a first, second and third time and finally passed.

- Carried.

ADJOURNMENT

Moved by Councillor McWilliam
Seconded by Councillor Wiehle

THAT we do now adjourn at 10:18 a.m. to meet again on August 28, 2018 *(tentative)* at the County Administration Building Council Chambers at 9:00 a.m.

- Carried.

Julie Gonyou, Chief Administrative Officer.	David Marr, Warden.

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Elgin County Council

September 11, 2018

Agenda

1) Project Update
2) Membership

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SWIFT

Empowering communities to access global opportunities through local, ultra-highspeed connections

Project Update

Procurement Status

- RFPQ Complete
  - 28 providers selected as VOR
  - Data collected from providers
  - Portal for select regional staff
- Released NetCo RFP - Jan 3rd , closes Oct 5th
  - NetCo bidders selected from VORs
- Member consultations well underway
  - Currently over 94 members with over 2400 projected sites
- OpCo RFPs to be released after NetCo RFP

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OpCo Pilots

- Delaware Nation - Moravian of the Thames
  - Awarded to TekSavvy August 17, 2018
  - Completion date estimate end December 2018
  - Model validated
    - Vendor contributes up to 1/3 of costs (~$750,000 total)
    - Vendor agreed to BDF charge
    - Vendor agreed to open access
  - 2 more Chatham-Kent pilots to be released in October

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28 Pre-Qualified Companies

Bell Canada	Execulink Telecom Inc.	North Frontenac Telephone Company, Elgin Corp.
BH Telecom Corp.	Fengate Capital Management, Ltd.	Rogers Communications Canada Inc.
Bluewater Regional Networks Inc.	Frontline 360 Inc.	Silo Wireless Inc.
Brant Municipal Enterprises Inc.	GB TEL Incorporated	TeraGo Networks Inc.
Brooke Telecom Co-operative Ltd.	HCE Telecom	The North Frontenac Telephone Company Corp.
Bruce Telecom	Hydro One Telecom Inc.	Vianet Inc.
CK Open Fibre Inc.	Lakeland Energy Ltd.	Xplornet Communications Inc.
Cogeco Connexion Inc.	Macquarie Capital Development Canada Limited	Zayo Group LLC
Distributel Communications Limited	Nexicom Inc.	
Eastlink	Niagara Regional Broadband Network Limited	

Additional VOR (Vendor of Record)

- Board report this week recommending opening up RFPQ again
- Any vendor that chose not to participate last time or any new vendor can respond to the RFPQ
- **Action:** Urge local providers to get on the VOR list, being on list does not require them to bid on future RFPs

All providers have access to fibre

- All funded fibre is open access
- All providers, not just pre-qualified VORs, have access to SWIFT funded fibre
- Any provider not on the VOR list can partner with VORs to bid on projects and access SWIFT funding

Next Steps

- Complete NetCo negotiations
- Execute NetCo Agreement
- Execute Contribution Agreement with funders
- Release OpCo budgets and timetable
- OpCo TSP feedback
- Member feedback
- Release OpCo pilot RFPs in Chatham-Kent

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Served Areas

- Purple areas are considered served areas at the CRTC standard of 50Mbps/10Mbps
- Served areas are not eligible for SWIFT funding

Served area boundaries are subject to change as data improves

Example only

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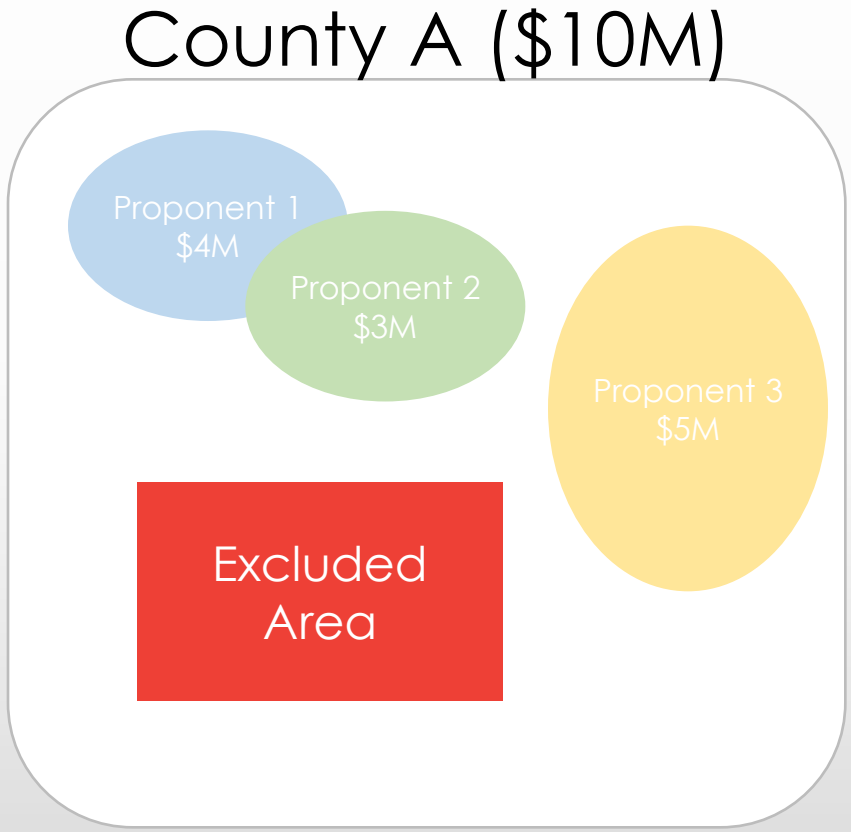
OpCo Procurement Approach Round 1



- 3 Proponents bid on OpCo
- In Round 1, we choose Proponents 2 and 3
- $2M budget remains
- 2nd Round of procurement would address remaining budget

Approach subject to change

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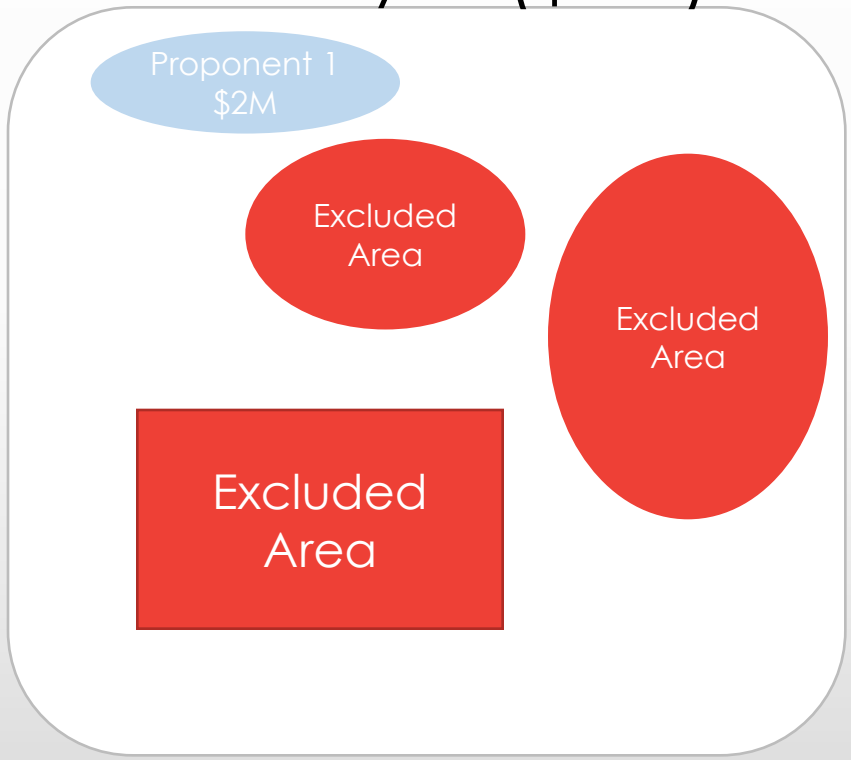
OpCo Procurement Approach Round 2

County A ($2M)



- Build areas from procurement round 1 are added as exclusion areas
- Procurement round 2 is run with remaining budget
- Best bid from round 2 is built

Approach subject to change

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OpCo Procurement Approach Benefits

- Smaller TSPs can compete even if they can't build an entire OpCo area.
- Increased competition
- Allows a second procurement after better information is received from TSPs in round 1
- Allows multiple TSPs to build in an OpCo area if that is the best solution

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Budget

- ~$220M* assigned to OpCo (Access) RFP budget
- All capital partners (members) will receive between 5.7 and 20 times their capital contribution in constructed infrastructure
- All member counties are projected to receive over 12x their capital contribution (in current model)
- Over 100K population cities (London and Windsor) @ 4x times their capital contribution in constructed infrastructure

* amount subject to change

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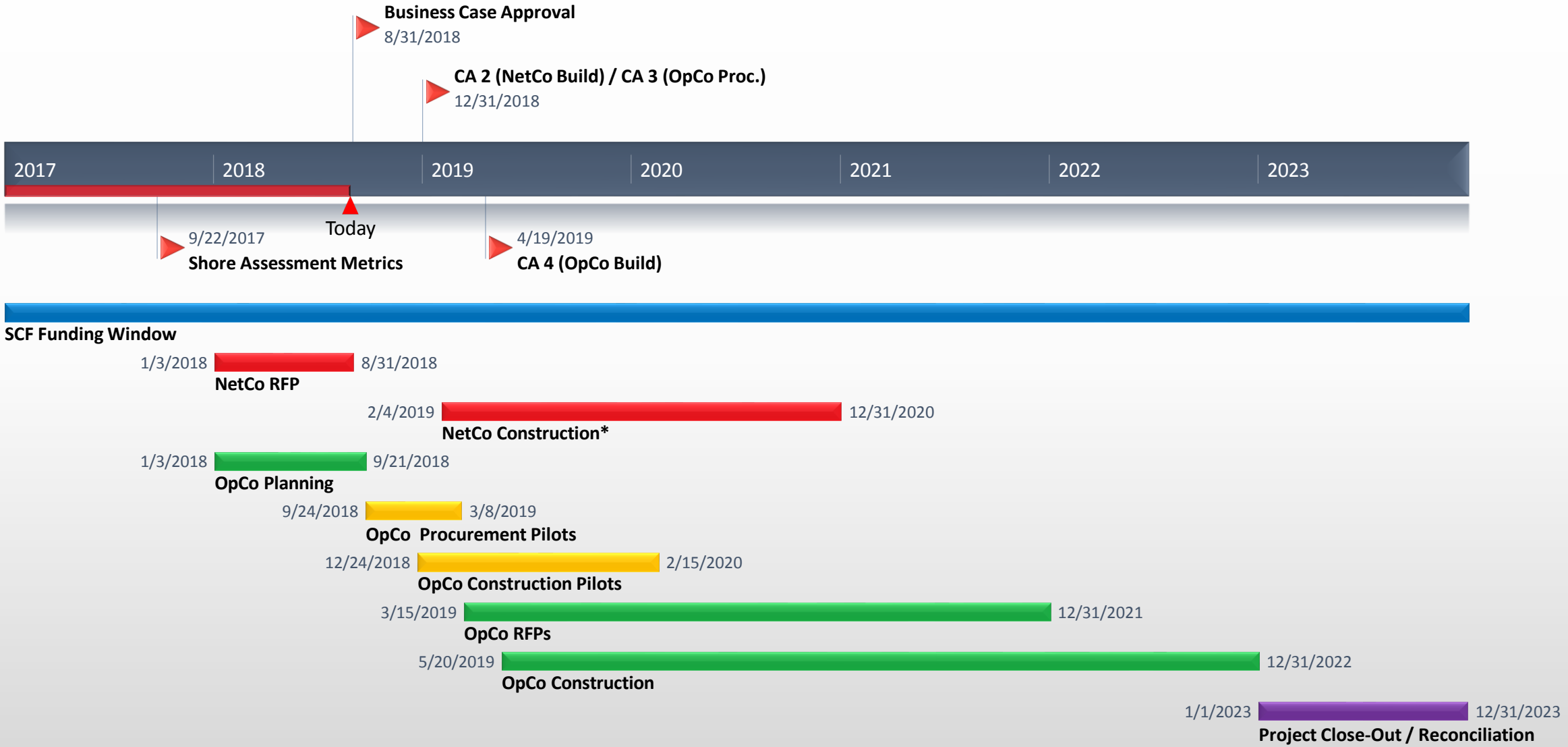
Overall Program Timing



SWIFT Membership

SWIFT Members *

Consortiums (includes Municipalities, Counties, and School Boards)

- CKLAG (Chatham-Kent Lambton Administrators Group)
- Connecting Windsor Essex
- LARG*net
- Niagara CIO Consortium
- SCAN (Simcoe County Access Network)
- WREPnet

Counties/Municipalities

- Grey County
- Wellington County (& Lower Tier Municipalities)
- Dufferin County (& Lower Tier Municipalities)
- County of Oxford (& Lower Tier Municipalities)
- Bruce County (& Lower Tier Municipalities)
- City of Barrie
- City of Orillia

First Nations

- Beausoleil First Nation
- Chippewas of Kettle and Stony Point
- Saugeen First Nation
- Six Nations of the Grand River
- Delaware Nation - Moravian of the Thames
- Caldwell First Nation

Private Sector / Other

- AgReliant Genetics Inc./Prime Seeds
- Ascent LLP
- Beyond Air Networks
- Bruce Power
- FTC Data
- Grey Bruce Health Services
- Intermarket Real Estate Group
- Lone Canoe
- Ontario Federation of Agriculture

* Subset of whole list

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Capital Partners Membership Update

21 Contributing Partners			
Simcoe County	Members via SCAN	**Elgin County**	TBD
Grey County	Member Agreement Signed	Lambton County	Members via CKLAG
Dufferin County	Member Agreement Signed includes Lower Tiers	Essex County	Members via CWE
Bruce County	Awaiting Signature will include lower tiers	Chatham Kent	Members via CKLAG
Wellington County	Member Agreement Signed includes Lower Tiers	Caledon	Member Agreement Signed
Huron County	Membership Agreement Signed	Niagara	Members NCC
Perth County	Member Agreement Signed includes Lower Tiers	Windsor	Members via CWE
Oxford County	Membership Agreement Signed	Orillia	Membership Agreement Signed
Brant County	Waiting on signed Agreement	Waterloo	Members via WREPnet
Norfolk County	Waiting on signed Agreement	London	Waiting on signed Agreement
Middlesex County	TBD		

Aggregated Demand Model

- Over **2,400** member locations
- Broad coalition of public sector organizations working together to achieve **1 goal**

SWIFT Membership costs

Our current members include, municipalities, schools and school boards, colleges, universities, hospitals and health care organizations, First Nations and private businesses.

Sites	Annual Rate
1	$250
2-10	$500
10-25	$1,000
25-50	$1,500
50-100	$2,000
100 +	$2,500

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Upper / Lower tier membership

- All members pay the same rates based on numbers of sites
- Many upper tiers are joining SWIFT on behalf of their lower tiers *
- SWIFT offers an administrative discount of 20% if the upper tier pays the membership fees of the lower tiers.

* Sites are based on Upper and Lower Tier and procurement policies

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Capital Partners and Membership

- Membership fees supports SWIFT operational costs
- Capital partners are also members
- Similar to WOWC, AMO and MISA membership
  - Annual membership fee to belong to organization
  - Capital contribution is towards the "project" of building the network
- Procurement support for members that need it

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Why a membership agreement?

- Elgin has a Capital Contribution Agreement that contracts SWIFT to fund infrastructure up to 4 times the Elgin contribution
- Membership is the mechanism to support the SWIFT organization like the WOWC, AMO and MISA are supported
- Membership supports SWIFT operational expenses
- Members are not required (but strongly encouraged) to add sites to the RFP or use SWIFT services

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REPORTS OF COUNCIL AND STAFF

September 11, 2018

Staff Reports – (ATTACHED)

Director of Homes and Seniors Services – Homes – Personal Support Worker Education Fund for Long-Term Care

Purchasing Coordinator – Quarterly Information Report – Contract Awards April 1, 2018 to June 30, 2018

Purchasing Coordinator – Terrace Lodge Redevelopment Update

Director of Financial Services – July 2018 Budget Performance

Deputy Director of Engineering Services – Contract Award – Miscellaneous Bridge and Culvert Repairs Contract No. 6290-18-04

Manager of Planning – Approval for Official Plan Amendment No. 4, Part of Lots 17, 18 & 19 Concession SNBTR, Shedden, Township of Southwold, File No. SO-OPA4-18

Manager of Planning – Land Severances – Unsolicited Conveyance of Lands

Director of Engineering Services – Port Bruce Temporary Bridge Project Overview
New Imperial Road Bridge and Jamestown Bridge Updates

Director of Engineering Services – Traffic on Imperial Road, North of Aylmer

Director of Engineering Services – East Road – Sunset Road Traffic Study Cost Sharing Proposal with Central Elgin

Chief Administrative Officer – Deputy Warden Position Review

Chief Administrative Officer – Rough Railway Crossings in Elgin County

County Solicitor – Civil Enforcement of Reforestation Orders

FROM: Michele Harris, Director of Homes and Seniors Services

DATE: September 4, 2018

SUBJECT: Homes – Personal Support Worker Education Fund for Long-Term Care

INTRODUCTION:

In July 2018, Bobier Villa and Elgin Manor applied to the Personal Support Worker Education Fund for Long-Term Care (LTC) for the Excellence in Resident-Centred Care (ERCC) training program.

DISCUSSION:

ERCC training was designed for PSWs to build practical skills using a person-centred approach. It was developed by Conestoga College and the Schlegel-UW Research Institute for Aging. The goal of ERCC is to support better care and better outcomes for residents in LTC, but it also benefits PSW's and LTC Homes. ERCC has been shown to:

- Increase PSW self-confidence
- Increase PSW job satisfaction
- Improve staff morale

ERCC uses a train-the-trainer model to build capacity within LTC Homes. Select PSWs (three (3) PSWs at Bobier Villa and four (4) PSWs at Elgin Manor) will complete the ERCC Trainer Course to become trainers. The ERCC trainers will apply their learning by facilitating select ERCC modules and deliver the ERCC Team Member Course to fellow PSWs within their LTC Home. The education is delivered by Conestoga College, and features online and in person education covering the following topics:

1. Person-Centred Care
2. Safety and mobility
3. Continence
4. Delirium, Dementia and Depression
5. Palliative/End-of-Life Care
6. Working with Others
7. Infection Prevention and Control
8. Oral Care and Skin Integrity
9. Nutrition and Hydration
10. Pain and Comfort
11. Self-Care
12. Observational Assessment

The PSWs are required to complete two (2) mandatory courses: person-centred care and observational assessment and may complete any of the remaining 10 courses. In addition, these modules align with the quality indicators of both the Homes Quality Improvement Plan

(QIP) and those indicators which are publicly reported. Funding is provided to support the backfill of the lead PSWs to attend and facilitate the training; as well as backfill for up to twenty-three (23) PSWs at Bobier Villa and twenty-nine (29) PSWs at Elgin Manor.

Both Bobier Villa and Elgin Manor's application were approved in August 2018. The lead PSWs have been registered for their online learning and in person education is scheduled for October and November 2018 after which time they will deliver the education to their fellow PSWs through to March 31, 2019.

CONCLUSION:

Once the education is complete, the lead PSWs will receive a certificate of completion and will have access to the online learning/modules for a period of two (2) years. It is expected that the lead PSWs will cross train Terrace Lodge PSWs upon completion of their learnings.

RECOMMENDATION:

THAT the report titled "Homes – Personal Support Worker Education Fund for Long-Term Care" from the Director of Homes and Seniors Services, dated September 4, 2018, be received and filed.

All of which is Respectfully Submitted

Michele Harris
Director of Homes and Seniors Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Mike Hoogstra, Purchasing Coordinator

DATE: August 10, 2018

SUBJECT: Quarterly Information Report - Contract Awards
April 1, 2018 to June 30, 2018

INTRODUCTION:

As per the County of Elgin's Procurement Policy, an information report containing the details relevant to the exercise of delegated authority for all contracts awarded that exceed $15,000 including amendments and renewals is to be prepared and reported to Council. This report covers the period from April 1, 2018 to June 30, 2018.

DISCUSSION:

The Council of the Corporation of the County of Elgin delegated authority to the Directors to award contracts as follows:

Value	Report Status
Greater than $15,000 but less than $50,000	No report to Council required if within 10% of the approved budget allocation
Greater than $50,000 but less than $100,000	No report to Council required if within approved budget

Council also approved that an information report would be brought forward containing details of the award of contracts including amendments and renewals. The detailed report of the award of contracts is attached as Appendix A.

RECOMMENDATION:

THAT the report titled “Quarterly Information Report - Contract Awards, April 1, 2018 to June 30, 2018” from the Purchasing Coordinator, dated August 10, 2018, be received and filed.

All of which is Respectfully Submitted

Mike Hoogstra
Purchasing Coordinator

Jim Bundschuh
Director of Financial Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

APPENDIX A
Purchases/Projects greater than $15,000
April 1, 2018 to June 30, 2018

Department	Budget Allocation	Project	Supplier / Contractor	Amount (HST excluded)
Engineering	Capital	Port Bruce Bridge Demolition (Single Source Award)	Priestly Demolition	$562,284
Engineering	Capital	Port Bruce Temporary Bridge Purchase (Single Source Award)	Acrow Limited	$597,550
Engineering	Capital	Port Bruce Bridge - Professional Engineering Services (Single Source Award)	Dillon Consulting	$63,104
Engineering	Capital	Granular A Shouldering Work on County Roads 104, 35 & 24	D&D Trucking & Construction	$92,825
Engineering	Capital	Emergency Road Repairs – Quaker Road Culvert	Gary D Robinson Contracting	$23,497
Engineering	Capital	Emergency Bridge Repairs – Rebuild Gearbox for North Pin Lock on King George III Lift Bridge	Dielco Industries	$17,815
Information Technology	Operating	Point Click Care Annual Software Maintenance	Point Click Care	$26,945

REPORT TO COUNTY COUNCIL

FROM: Mike Hoogstra, Purchasing Coordinator
Jim Bundschuh, Director of Financial Services

DATE: September 4, 2018

SUBJECT: Terrace Lodge Redevelopment Update

INTRODUCTION:

At the July 24, 2018 Council meeting, a report titled “Terrace Lodge Redevelopment Update” was presented to inform Council that no proposals were received for the Terrace Lodge Design and Operational Review Request for Proposal (RFP) and to recommend that staff approach D.M. Wills Associates regarding the Review. D.M. Wills has previous experience with such a study for Northumberland County.

DISCUSSION:

When staff contacted D.M. Wills, they initially expressed an interest in the project, but after some consideration they decided not to submit a proposal. Staff subsequently contacted Ventin Group to assess their interest in the project. Ventin Group has provided architectural services to the County for both the Heritage Centre and the POA Courthouse.

Ventin has submitted a response to the request with a quote of $83,000 plus disbursements and H.S.T. Ventin’s outside partners include Prism for operational expertise and Vanderwesten & Rutherford Associates for engineering services. We expect that the draft report will be presented to Council at the December 13 meeting.

RECOMMENDATION:

THAT the Terrace Lodge Design and Operational Review be awarded to Ventin Group for $83,000 plus Disbursements and H.S.T.

All of which is Respectfully Submitted

Mike Hoogstra
Purchasing Coordinator

Jim Bundschuh
Director of Financial Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Jim Bundschuh, Director of Financial Services

DATE: August 23, 2018

SUBJECT: July 2018 Budget Performance

INTRODUCTION:

Attached is the July budget comparison for the County with favourable performance for the month of $115,000.

DISCUSSION:

The favourable performance for the month of June brings the year-to-date favourable performance to $335,000. The performance for the month of July is predominately explained by $60,000 received as a donation towards preserving the Alma College records.

RECOMMENDATION:

THAT the report titled “July 2018 Budget Performance” from the Director of Financial Services, dated August 23, 2018, be received and filed.

All of which is Respectfully Submitted

Jim Bundschuh
Director of Financial Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

County of Elgin

Budget Comparison

As of July 31, 2018

		FULL YEAR	YTD				Current Month		
		Budget	Budget	Actual	Perform.		Budget	Actual	Perform.
		Net	Net	Net	Net	% Of Budget	Net	Net	Net
1	TAXES	(33,779,334)	**(29,352)**	**(29,351)**	**(1)**	**0%**	-	-	-
2	INTEREST CHARGES & INCOME	(200,000)	(62,325)	(62,340)	15	31%	(8,532)	(8,532)	(0)
3	SOCIAL SERVICES - ST. THOMAS	2,348,306	978,461	967,500	10,961	41%	-	-	-
4	HEALTH UNIT	889,764	501,993	458,117	43,876	51%	71,713	71,713	-
5	GRANTS	372,513	370,296	376,896	(6,600)	101%	5,000	5,000	-
6	RENTAL INCOME	(116,002)	(148,474)	(148,474)	-	128%	(21,211)	(21,211)	-
7	PROPERTY ASSESSMENT	767,262	575,447	575,447	0	75%	191,816	191,816	0
8	ONTARIO MUNICIPAL PARTNERSHIP FUN	(739,700)	(554,325)	(554,775)	450	75%	(184,775)	(184,925)	150
9	PROJECTS	714,000	213,307	213,867	(560)	30%	16,937	16,937	(0)
		-	**-**	**-**	**(0)**	**0%**	**-**	**-**	**0**
10	**Total Corporate**	**(29,743,191)**	**1,845,028**	**1,796,888**	**48,140**	**-6%**	**70,948**	**70,799**	**149**
11	WARDEN AND COUNCIL	364,144	205,715	187,786	17,929	52%	26,315	23,498	2,817
12	ADMINISTRATIVE SERVICES	528,929	343,330	344,459	(1,130)	65%	63,173	70,607	(7,434)
13	FINANCIAL SERVICES	639,946	355,574	350,292	5,282	55%	48,265	47,859	406
14	HUMAN RESOURCES	569,891	313,335	282,910	30,426	50%	49,382	48,428	954
15	ADMINISTRATION BUILDING	585,178	238,268	231,419	6,849	40%	43,618	43,137	481
16	CORPORATE SERVICES	701,582	548,588	541,444	7,144	77%	17,772	17,011	761
17	ENGINEERING SERVICES	10,019,885	428,771	350,851	77,920	4%	(722,737)	(729,817)	7,080
18	HOMES FOR SENIORS SERVICES	4,938,360	1,084,610	1,119,430	(34,820)	23%	155,019	131,718	23,301
19	MUSEUM/ARCHIVES	440,561	264,459	206,386	58,073	47%	37,301	(21,065)	58,367
20	LIBRARY SERVICES	2,702,401	1,356,140	1,343,561	12,579	50%	172,471	171,007	1,464
21	INFORMATION TECHNOLOGIES	1,003,582	440,090	394,764	45,326	39%	59,112	37,137	21,975
22	PROVINCIAL OFFENSES	(90,455)	(169,632)	(165,094)	(4,538)	183%	(123,203)	(123,203)	-
23	COLLECTIONS - POA	(17,168)	(16,183)	(16,620)	437	97%	(7,683)	(7,683)	-
24	AMBULANCE & EMERGENCY SERVICES	2,823,450	1,721,892	1,703,264	18,627	60%	214,562	213,398	1,164
25	ECONOMIC DEVELOPMENT & TOURISM	1,207,161	632,226	585,876	46,350	49%	96,029	91,971	4,059
		-	**-**	**-**	**-**		**0**	**(0)**	**-**
26	**Total Departmental**	**26,417,448**	**7,747,182**	**7,460,729**	**286,454**	**28%**	**129,398**	**14,003**	**115,395**
27	**Total**	**(3,325,743)**	**9,592,210**	**9,257,616**	**334,594**	**-278%**	**200,346**	**84,801**	**115,545**

REPORT TO COUNTY COUNCIL

FROM: Peter Dutchak, Deputy Director of Engineering Services
Mike Hoogstra, Purchasing Coordinator

DATE: August 9, 2018

SUBJECT: Contract Award – Miscellaneous Bridge and Culvert Repairs
Contract No. 6290-18-04

INTRODUCTION:

As part of the approved 2018 Capital Budget, a tender was advertised and issued as per the County's Procurement Policy for Miscellaneous Bridge and Culvert Repairs at nineteen (19) various locations throughout the County.

DISCUSSION:

A total of eleven (11) contractors downloaded tender documents for this project. Three (3) contractors submitted bids for this tender which closed on August 2. Bids were received as follows:

Company	Bid Price (exclusive of taxes)
Gary D. Robinson Contracting	$305,810.00
Jarlian Construction	$818,400.00
Clearwater Structures	$1,111,240.00

Gary D. Robinson Contracting submitted the lowest compliant bid for the project at a total price of $305,810.00 inclusive of a contingency allowance and exclusive of HST. The lowest submitted bid is within budget estimates.

CONCLUSION:

The recommended Contractor has completed this type of project for the County in the past. Work on this project is expected to begin this fall with completion scheduled for June 2019.

As per the County of Elgin's Purchasing Policy, if change orders are required and the cost increases above the tender amount approved by Council by less than 10%, and the amount is within the overall budgeted project amount, work will proceed upon authorization by the Director. However, if the cost increases above the tender amount approved by Council by more than 10%, the Director will prepare a further report to Council outlining the expenditures.

RECOMMENDATIONS:

THAT Gary D. Robinson Contracting be selected for the Miscellaneous Bridge and Culvert Repairs Tender, Contract No. 6290-18-04 at a total price of $305,810.00, exclusive of H.S.T.; and,

THAT the Warden and Chief Administrative Officer be authorized to sign the contract.

All of which is Respectfully Submitted

Peter Dutchak
Deputy Director of Engineering Services

Mike Hoogstra
Purchasing Coordinator

Michael Plant
Director of Engineering Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Steve Evans, Manager of Planning

DATE: August 21, 2018

SUBJECT: Approval for Official Plan Amendment No. 4
Part of Lots 17, 18 &19 Concession SNBTR,
Shedden, Township of Southwold
File No.: SO-OPA4-18
Owners: Brent Fulton and Barbara Strickland
Kyle and Dawn Pattie
Hydro One Networks Inc.
Robert and Anita Cummings

INTRODUCTION:

This report will provide County Council with information required in order to consider granting approval to the above noted Official Plan Amendment.

The Township of Southwold submitted Official Plan Amendment No.4 to the County of Elgin on March 20, 2018 for approval. In accordance with Section 17 of the Planning Act the "Approval Authority" is required to make a decision in which it may approve, modify or refuse to approve an official plan amendment. If the "Approval Authority" fails to make a decision within 180 days after the amendment is received any person or public body may appeal to the Local Planning Appeal Tribunal. (see attachment)

DISCUSSION:

The lands that are the subject of this application for Official Plan Amendment approval are located at 36427, 36315 and 36113 Talbot Line at the northeast boundary of the settlement area of Shedden. The purpose of the Official Plan Amendment is to extend the Shedden settlement area boundary to recognize an existing residential property owned by Kyle and Dawn Pattie and to permit the creation of a severed property owned by Brent Fulton and Barbara Strickland which is proposed to be conveyed for the establishment of a Residential/ Commercial land use on which a new residence and a commercial enterprise will be erected.

In order to extend the settlement area boundary to the northeast a similar amount of land is to be removed from the residential designation within the Shedden settlement area and re-designated to Agricultural. These lands are owned by Robert and Anita Cummings

The Elgin County Official Plan designates Shedden as a Tier 2 settlement area where partial municipal services (piped water) is available. Limited development is permitted in these settlement areas given the absence of full municipal services. Development on partial services is permitted to allow for infilling and rounding out of existing development provided that:

a) the proposed development is within the reserve sewage system capacity and reserve water system capacity; and
b) site conditions are suitable for the long-term provision of such services.

The Township of Southwold held a public meeting to consider this Official Plan Amendment on February 26, 2018. There were several members of the public present for the meeting but there were no questions asked. A letter from the Lower Thames Valley Conservation Authority was received and no objections to the proposal were submitted. Another letter from a neighouring land owner supported the proposal.

The Township of Southwold received a planning report from its Planning Consultant, Zelinka Priamo, on November 6, 2017 in which there was support for the amendment provided a similar amount of land was removed from the Shedden settlement area to allow for this extension of lands to the northeast along Talbot Line. The consultant supported the proposed amendment on the following basis:

- It is a logical extension of development
- There is existing municipal water available
- There are no MDS conflicts,
- The proposed commercial use can be controlled through the zoning by-law

In addition, the planning consultant stated: *It is the writer's opinion that the proposed official plan amendment does comply with the intent of the Southwold Official Plan on the basis of being considered a reconfiguration of the settlement area boundary and permissible by the policies of the PPS, the Elgin County Official Plan and the Southwold official Plan.*

Based on the information received, Township Council was satisfied that Official Plan Amendment No. 4, as prepared, was suitable for adoption and passed By-Law 2017-76 on February 26, 2018 and submitted it to the County of Elgin for approval.

Based on the site-specific nature of this Official Plan Amendment and its location within a partially serviced settlement area, it was determined that a full circulation of this amendment to agencies and/or ministries was not required.

CONCLUSION:

The Council of the Township of Southwold supports this Amendment and adopted it by By-Law 2017-76 on February 26, 2018.

The Manager of Planning has reviewed File No. SO-OPA4-18, and is of the opinion that the removal of a similar amount of land within the Shedden Settlement Area owned by Robert and Anita Cummings in exchange for lands that are proposed to be added to the Shedden Settlement area along Talbot Line and owned by Kyle and Dawn Pattie and Brent Fulton and Barbara Strickland can be accommodated through a discreet official plan amendment rather than a comprehensive review of the Township of Southwold Official Plan. In this respect the Manager of Planning is satisfied that this Official Plan Amendment is consistent with the Provincial Policy Statement and conforms to both the County of Elgin and Township of Southwold Official Plans.

The details of the amendment should be modified to clarify that there is a change to the Shedden settlement area boundary and references to Agricultural (A1) and Residential (R1) should be removed. The modified wording is as follows:

(1) Schedule A-3 Shedden Settlement Area to the Township of Southwold Official Plan is hereby amended by changing the settlement area boundary to remove lands described as Part of Lots 17and 18, Concession SNBTR with an area of approximately 2.0 hectares (5 acres) and re-designating these lands from "Residential" to "Agricultural" and by adding lands described as Part of Lots 18 and 19, Concession SNBTR with an area of approximately 2.0 hectares (5 acres) and re-designating these lands from "Agricultural" to "Residential" as shown on the attached Schedule "A".

Official Plan Amendment No. 4 as modified was reviewed by Southwold Township staff with no objections to the above modified wording.

RECOMMENDATIONS:

THAT the Council of the Corporation of the County of Elgin modifies and approves Official Plan Amendment No.4 to the Township of Southwold Official Plan, File No. SO-OPA4-18; and,

THAT staff be directed to provide notice of this decision in accordance with the Planning Act.

All of which is Respectfully Submitted

Steve Evans
Manager of Planning

Approved for Submission

Julie Gonyou
Chief Administrative Officer

AMENDMENT NO. 4
TO THE
OFFICIAL PLAN
OF THE
TOWNSHIP OF SOUTHWOLD

SUBJECT: FULTON - STRICKLAND

February 26, 2018

THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY-LAW NO. 2017-76

Being a By-law to Adopt Amendment No. 4 to Township of Southwold Official Plan

THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD, PURSUANT TO SECTION 17 OF THE PLANNING ACT, R.S.O. 1990 HEREBY ENACTS AS FOLLOWS:

1. That Amendment No. 4 to the Township of Southwold Official Plan, a copy of which is attached to and forms part of this By-law is hereby adopted.

2. That the Clerk is hereby directed to forward the adopted amendment together with the necessary support documentation to the County of Elgin for final approval.

3. That this By-law shall come into force and effect pursuant to the provisions and regulations of the Planning Act, R.S.O. 1990, c.P.13.

READ A FIRST AND SECOND AND PROVISIONALLY PASSED, this 26th day of February 2018.

Clerk
Lisa Higgs

Mayor
Grant Jones

THIRD READING_____

ENACTED THIS 26th day of February, 2018

Clerk
Lisa Higgs

Mayor
Grant Jones

Part A – The Preamble

Purpose

The purpose of this Amendment is to make a minor adjustment to the Shedden Settlement Area.

Basis

The intent of this Amendment is to amend the Shedden Settlement Area by adding approximately 2.02 ha (5 ac) located on the South Side of Talbot Line on the east side of Shedden.

An equal or slightly larger parcel of undevelopable property located on Lot 17and 18 Concession SNBTR will be removed from the settlement area.

The justification for amending the Township of Southwold Official Plan is based on the Planning Report prepared by Zelinka Priamo Ltd. dated November 16, 2017.

Part B – The Amendment

Introductory Statement

All of this part of the document entitled "Part B – The Amendment" and consisting of the following text and attached map designated as Schedule "A", constitutes the Amendment No. 4 to the Township of Southwold Official Plan.

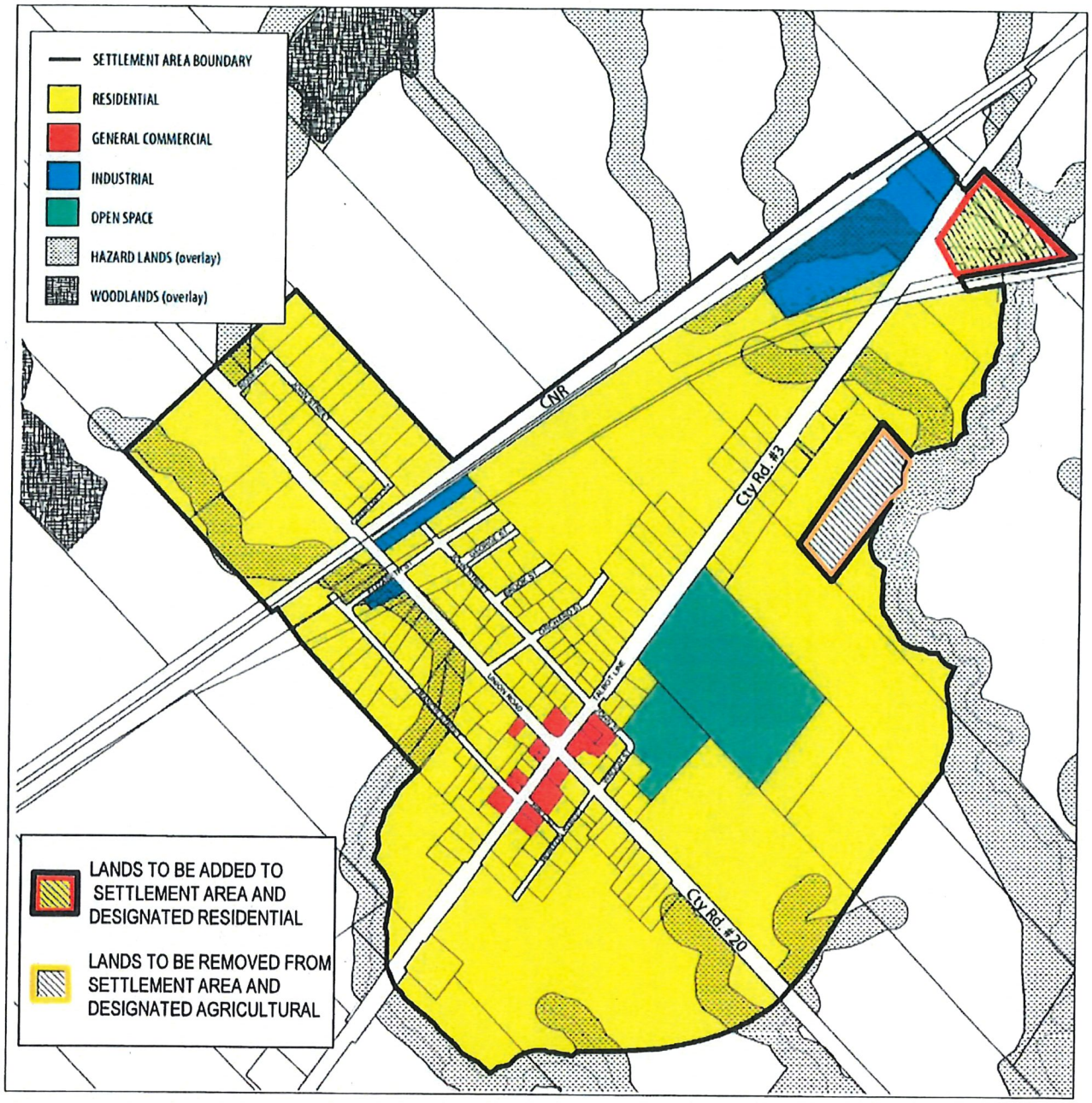
Details of the Amendment

The Township of Southwold Local Official Plan is proposed to be amended as follows:

Section (1) is hereby modified by deleting it in its entirety and replacing it with the following:

(1) Schedule A-3 Shedden Settlement Area to the Township of Southwold Official Plan is hereby amended by changing the settlement area boundary to remove lands described as Part of Lots 17and 18, Concession SNBTR with an area of approximately 2.0 hectares (5 acres) and re-designating these lands from " Residential" to "Agricultural" and by adding lands described as Part of Lots 18 and 19, Concession SNBTR with an area of approximately 2.0 hectares (5 acres) and re-designating these lands from "Agricultural" to "Residential" as shown on the attached Schedule "A".

Official Plan Amendment #4



This is Schedule "A" to By-law No. 2017-76
Passed on the ___ day of February 2018

MAYOR **C.A.O./CLERK**

0 100 200 300 400 500
DISTANCE IN METRES

TOWNSHIP OF SOUTHWOLD
OFFICIAL PLAN 2011-13
Schedule 'A-3' Shedden Settlement Area

N

ElginCounty
Progressive by Nature

REPORT TO COUNTY COUNCIL

FROM: Michael Plant, Director of Engineering Services
Steve Evans, Manager of Planning

DATE: August 29, 2018

SUBJECT: Land Severances – Unsolicited Conveyance of Lands

INTRODUCTION:

In accordance with the Planning Act, parcels of land that have been granted an "unqualified Consent" by the Elgin County Land Division Committee cannot be merged in title with abutting lands unless the parcel of land is physically altered. This is based on the principle of "*once a severance always a severance*". In some cases parcels have been altered by conveying a one foot road widening or a one square foot portion of the property to an abutting road authority. Such conveyances are considered expedient as no consent is required in conveying property to a municipal road authority.

If the lands abut a County road, this Planning Act condition can be met by transferring a small parcel to the County. However, the County has had a long standing practice of not accepting additional lands as road allowance that are not otherwise requested or required.

This report seeks Councils' approval to formalize this practice and include it in future Land Division and Council orientation packages so that the County's practice is understood.

DISCUSSION:

When lands are to be merged in title the decision of the Elgin County Land Division Committee requires a solicitor to undertake to provide a copy of the registered consolidation of the severed and abutting lands upon registration of the deeds. This means that the description of the lands which are to merge has been reduced by satisfactory amendment since the date of its having been previously granted an unqualified consent.

As one potential solution, a small, one foot square parcel of land can be severed from the subject property and transferred to the abutting municipal road authority to satisfy this requirement. However, this is not the only method to achieve this condition and Land Division decisions do not stipulate the method to be used nor is the road authority required to participate.

For many years, the County has not accepted lands not specifically requested or required by the County. In the past, the County has received legal opinion that supports this practice. Some of the reasons not to accept these parcels include: administrative and legal costs to facilitate the transfer, administrative costs to update road consolidating

by-law, costs to ensure no encumbrances exist on the transferred parcel, the precedent potential to participate in third party land division applications, and the creation of non-consistent road right-of-way widths that do not conform to road planning policies.

Some municipalities however, accept these fragments of land where their local roads abut subject parcels. This inconsistent agency approach can create confusion and has led to some inaccurate assumptions. Over the past few months, the County has accepted one foot square parcels of land from three consent applications. This was only carried out as a courtesy so that these applications would not lapse and trigger additional costs and time delays.

In an attempt to make the County's practice known, this report recommends formalizing it into a policy. This policy will then be shared with the Elgin County Land Division Committee so that there is no misinterpretation of the County's intentions. This document would also form part of the Land Division Orientation and County Council Orientation packages.

CONCLUSION:

The Planning Act requires that a change be made to the description of the lands created by an unqualified Consent where such lands are to be merged in title with abutting property. Essentially, the altered description "spoils" the previous severance so that titles can be merged.

The County is not required to participate in this solution, nor has the County traditionally accepted parcels of land that have not been specifically requested or required. This practice should be formalized into a County policy by Council resolution in order to provide clear messaging to applicants. It is also intended that this policy should be included in all future Land Division and County Council orientation packages.

RECOMMENDATIONS:

THAT it shall be the policy of the County of Elgin to not accept unsolicited lands to accommodate Land Division Consent applications that have otherwise not been previously requested or required by the County; and,

THAT County Council provide formal direction to allow for this information to be shared with Land Division.

All of which is Respectfully Submitted

Michael Plant
Director of Engineering Services

Steve Evans,
Manager of Planning

Approved for Submission

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Michael Plant, Director of Engineering Services

DATE: September 4, 2018

SUBJECT: Port Bruce Temporary Bridge Project Overview
New Imperial Road Bridge and Jamestown Bridge Updates

INTRODUCTION:

Following the collapse of the Port Bruce Bridge, and at the request of Malahide Township, County Council consented to the installation of a temporary bridge in Port Bruce using the Bank Street/Dexter Line corridor across Catfish Creek. County Council directed staff to provide regular updates on the progress of this project. The following report provides an update on the work completed this summer.

DISCUSSION:

Elgin County using a competitive tendering process awarded the Port Bruce Temporary Panel Bridge installation contract to McLean Taylor Construction Limited. Work in the village began on June 18th and the bridge was opened to traffic on Monday August 20th at 10:55 a.m.

The main focus of this work was the installation of a 55 metre by 5.4 m wide Acrow panel bridge. Elgin County purchased this bridge directly from the manufacturer and then hired McLean Taylor to assembly and place it across Catfish Creek using the Bank Street/Dexter Road alignment across Catfish Creek. The panel bridge will remain a county asset that will be repurposed to facilitate the rehabilitation and/or replacement of other county bridges in the future.

Additional civil work required to support the installation of the temporary bridge included the following:

- brush and tree removal,
- hydro and telecommunication utility relocation,
- hydrant relocation,
- storm sewer installation,
- roadwork associated with the north and south abutments,
- resurfacing of Bank Street, Dexter Line and Colin Street,
- the installation of temporary signals to accommodate alternating single lane traffic across Catfish Creek, and
- the installation of a long term temporary traffic control plan to support the movement in the village of Port Bruce.

During design it was identified the location of the temporary bridge would have a negative impact on the day-to-day operation of North Erie Marina. To mitigate the impacts of the county's construction of a temporary bridge on Bank Street immediately south of the marina's existing boat ramp, the County constructed a temporary boat

launch west of Bank Street off of Rush Creek Line on the road allowance formerly known as Lewis Street. Construction of the temporary boat launch was undertaken by McLean Taylor and was completed before the bridge was opened to traffic. This temporary boat launch will be removed once the new bridge on Imperial Road is constructed.

The original contract packaged tendered by the county called for construction to be completed by August 15, 2018. Included in the contract was an incentive/disincentive clause to ensure the completion of the work by that date. Additional work undertaken by McLean Taylor, as directed and negotiated by Elgin County, necessitated a revised completion date of August 27, 2018. The temporary bridge was opened to traffic a full week ahead of the revised schedule on Monday August 20th.

The County through Spriet Associates, the engineering firm responsible the design and construction administration of the Port Bruce temporary bridge contract, is now in the process of reviewing progress payments to finalizing the contract costs. Engineering Services will provide to County Council by the end of the Council term, the final cost to undertake this part of the work to address the Imperial Road Bridge collapse.

NEW IMPERIAL ROAD BRIDGE:

Work is underway to replace the collapsed Imperial Road Bridge. Engineering Services is seeking County Council approval to proceed with Request for Proposals (RFP) to secure the services of an engineering consultant firm. The terms of reference will include the services to undertake preliminary design, environmental assessment, detailed design, and construction administration for the design and construction of a new Elgin Road 73 (Imperial Road) Bridge over Catfish Creek in the village of Port Bruce. This engineering assignment will draw upon information and data that was collected by the County as part of the temporary panel bridge design. With Council approval in place, the RFP process could get underway in early October.

JAMESTOWN BRIDGE:

Council will recall the Jamestown Bridge/Rush Creek Line crossing of Catfish Creek was closed to all traffic on February 23, 2018 immediately following the collapse of the Imperial Road bridge. The Jamestown Bridge was inspected this summer by Spriet Associates and remedial structural steel repairs were identified which would allow the bridge to reopen maintaining the same weight restrictions in place. Furthermore, a review by staff concluded that additional and improved signage was required to ensure compliance of the posted weight restrictions on the bridge, the height restrictions and the fact this is a single lane bridge.

The county took steps to have the steel repairs completed and the installation of new signage. Central Elgin, the municipality responsible for the local road this boundary bridge is located, completed minor maintenance to the road leading to the bridge. Elgin County coordinated the required work with Central Elgin and the Jamestown Bridge was reopened to traffic on August 30, 2018.

CONCLUSION:

On Friday February 23rd the Imperial Road Bridge over Catfish Creek in the village of Port collapsed. Almost six months to the date, a temporary bridge was opened to traffic that restored the north-south connection for local residents. Elgin County's primary concern since day one, the safety of Port Bruce residents, has now been restored. The final step in this process, to permanently replace the collapsed Imperial Road Bridge, is to issue a RFP that competitively acquires the services of an engineering consulting firm.

RECOMMENDATIONS:

THAT the report titled "Port Bruce Temporary Bridge Project Overview; New Imperial Road Bridge and Jamestown Bridge Updates" from the Director of Engineering Services, dated September 4, 2018, be received and filed.

THAT County Council approve the use of a Request for Proposal process to acquire the services of an engineering consultant firm to replace the collapsed Imperial Road Bridge.

All of which is Respectfully Submitted

Michael Plant
Director of Engineering Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Michael Plant, Director of Engineering Services

DATE: August 31, 2018

SUBJECT: Traffic on Imperial Road, North of Aylmer

INTRODUCTION:

The Township of Malahide has written to Elgin County requesting the County review Imperial Road in the vicinity of Moore's Flower & Garden Centre and Clovermead Adventure Farm after traffic concerns were raised to township council. This report outlines the process Engineering Services will undertake to investigate this section of County road and report back its findings to County Council.

DISCUSSION/CONCLUSION:

Imperial Road, as part of the County road network provides for the movement of people and goods into, out and throughout Elgin County. Imperial Road (Elgin Road 73) is a former provincial highway that connects The Town of Aylmer to Highway 401. Elgin County classifies Imperial Road as a Minor Arterial road and its posted speed north of Glencolin Line (Elgin Road 32) is 80 km/hr in the area where concerns have been raised.

Engineering Service proposes to hire a traffic engineering consulting firm to undertake an independent review of Imperial Road. This traffic study will include a speed study, a county signage review and more specifically a review of Imperial Road between Glencolin Line and College Line, to better understand the impact of growth in this section and make recommendations for possible improvements.

The findings from this traffic study will be presented to County Council for its consideration later this fall.

RECOMMENDATIONS:

THAT the report titled "Traffic on Imperial Road, North of Aylmer" from the Director of Engineering Services, dated August 31, 2018, be received and filed; and,

THAT the Chief Administrative Officer write a letter to the Township of Malahide Chief Administrative Officer acknowledging the traffic concerns the township has raised and outlining the County's plan to address the issues they have presented.

All of which is Respectfully Submitted

Michael Plant
Director of Engineering Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer

ElginCounty
Progressive by Nature

REPORT TO COUNTY COUNCIL

FROM: Michael Plant, Director of Engineering Services

DATE: September 5, 2018

SUBJECT: East Road – Sunset Road Traffic Study Cost Sharing Proposal with Central Elgin

INTRODUCTION:

The village of Port Stanley in the Municipality of Central Elgin is experiencing growth and this growth has the potential to have an impact on Elgin County roads. To ensure both organizations understand how development in the village impacts roads, Elgin County and Central Elgin are proposing to jointly lead and fund the cost to complete an overall traffic impact study that will review traffic volumes, turning movements and identify both future intersection locations and intersection improvements.

DISCUSSION:

Port Stanley is serviced by five County roads:

- Sunset Road/Colborne Street/Bridge Street (Elgin Road 4),
- East Road, Joseph Street (Elgin Road 23),
- Dexter Line (Elgin Road 24),
- Warren Street (Elgin Road 21), and
- Carlow Road (Elgin Road 20).

It is of the utmost importance to protect the integrity of these roads, in terms of their ability to efficiently move people and goods, and have a plan in place to handle increased future traffic that meets the needs of the broader community.

Central Elgin, over the past 10 years, has seen increased development on lands adjacent to East Road and there continues to be applications for future development for the remaining lands that are designated for residential development within the Central Elgin's Official Plan. As private and municipal development continues, it is imperative that the County road network continues to function as designed to meet the needs of Elgin County residents, by providing for the safe and efficient movement of people and goods as outlined by Elgin County's functional classification system.

County and Central Elgin staff have pre-consulted with developers of lands that lie west of East Road and south of Hill Street regarding a new proposed residential development. As a result of this pre-consultation meeting, staff from Elgin County and Central Elgin believe that it would be prudent to work cooperatively to complete an overall traffic study for East Road as well as Sunset Road/Colborne Street and determine how this proposed development impacts Elgin County roads. Central Elgin had engaged the services of Dillon Consulting to undertake a detailed traffic study of several intersections in Port Stanley. At their August 27th Council meeting, Central Elgin received approval to expand the focus of their original traffic study to include Sunset Road, East Road, and Colborne

Streets, all of which are Elgin County Roads. This more holistic study will review traffic volumes, turning movements and identify potential improvements and intersection locations for the major streets within Port Stanley. Central Elgin Council committed to completing this study to support development in its community and has formally requested that Elgin County participate.

The total cost of the study is $22,300, exclusive of HST. Central Elgin has secured $3,000 from the proponent of the East Road development towards the study to address intersection locations/configuration for their proposed development. Elgin County and Central Elgin staffs have met to discuss the work plan proposed by Dillon and are in agreement with the scope of services provided. Furthermore, at a staff level it was determined that there is merit in both organizations working co-operatively as municipal partners on the project and equally funding the remaining $19,300. County staff recommends that Elgin County contribute towards the cost of the traffic study to an upset limit of $9,650, exclusive of HST.

As development occurs in other parts of Elgin County, this cooperative approach to "smart" development could be employed in other areas of the County. As municipal partners, the County and our local municipal partners could work together to protect the integrity of our respective road networks. Moving forward, future proposals to cost share traffic studies would be reviewed on a case-by-case basis by Council, with recommendation from staff based on any given development proposal's potential to have an impact on County and lower tier roads.

CONCLUSION:

Considering the growth pressures currently being realized in the village of Port Stanley, it's prudent a traffic study be undertaken to ensure that existing County roads and intersections will not be adversely affected. As partners, Elgin County and Central Elgin can work together to ensure our collective road network meets the needs of the travelling public, now and in the future, by protecting the integrity and functionality of our respective roads. This cooperative approach can be considered in other areas of Elgin County as development pressures arise.

RECOMMENDATION:

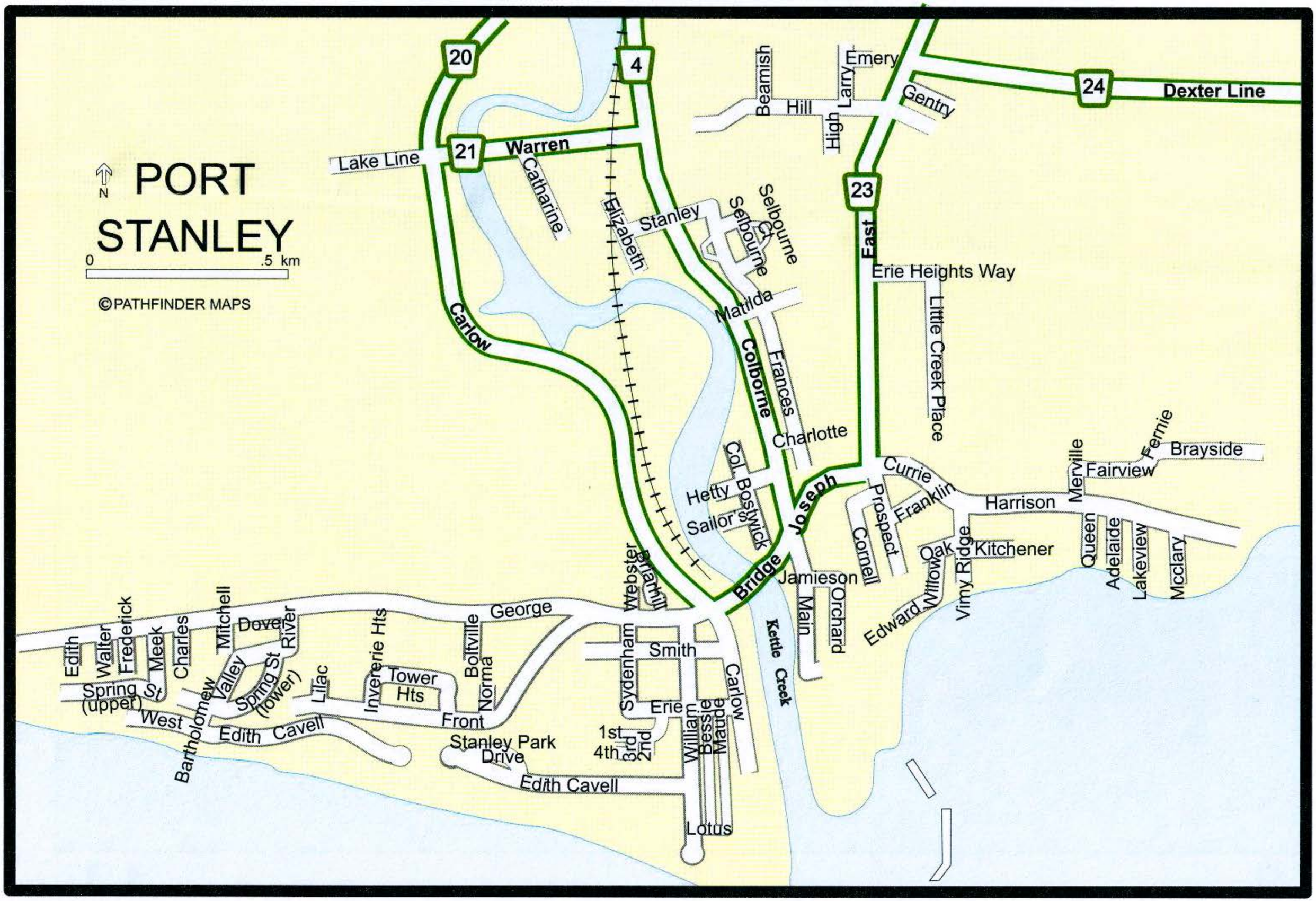
THAT County Council authorize the expenditure of a joint traffic study of East Road (Elgin Road 23) and Sunset Road (Elgin Road 4), led by the County of Elgin and the Municipality of Central Elgin, to an upset limit of $9,650 exclusive of HST.

All of which is Respectfully Submitted

Michael Plant
Director of Engineering Services

Approved for Submission

Julie Gonyou
Chief Administrative Officer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REPORT TO COUNTY COUNCIL

FROM: Julie Gonyou, Chief Administrative Officer

DATE: September 4, 2018

SUBJECT: Deputy Warden Position Review

INTRODUCTION:

Since November 2017, County Council has been interested in exploring options related to enhancing the role of the Deputy Warden of the County of Elgin. Through numerous discussions with County Council, the following options were provided for Council's consideration:

1. Status quo – the position is established on a rotating monthly schedule amongst all Councillors, and the Warden may request that the Deputy Warden or any other member of Council represent him/her at social or other functions where the Warden is unable to attend.

2. Simultaneous approach – to have both the Warden and Deputy Warden elected at the annual Inaugural meeting. This was discussed and dismissed by County Council.

3. Retrospective approach – this approach utilizes the past Warden as the Deputy Warden in the following year. This model strives to achieve Council's desire for the Deputy Warden position to have increased continuity and continued leadership.

It was clear throughout the discussions held by Council over the course of many months that no one model is perfect from every perspective. On March 13, 2018, County Council consented to a pilot initiative whereby the Deputy Warden is no longer a position that rotates amongst Council Members, rather is a position held by the immediate Past Warden. In the case of the pilot initiative, the immediate Past Warden was Councillor Jones. From March 13, 2018 to September 11, 2018, Councillor Jones has filled the position of Deputy Warden.

The purpose of this report is to gather feedback from Council on the pilot initiative and confirming whether Council wishes to continue with the Retrospective Approach and update the Procedural By-law accordingly.

DISCUSSION:

It is understood that this approach does cause some challenges in the first year of a term as it is possible that the immediate Past Warden may not be on County Council and therefore unable to fulfill this role. This can be addressed by assigning the role of Deputy Warden to the most recently elected Warden of those on County Council and if this doesn't exist, or if that individual is unable to assume the role for any reason, Council can vote and appoint a Deputy Warden at the Inaugural Meeting following the Municipal Election.

It was the desire of Council to explore whether the Retrospective Approach was one that afforded more time to develop relationships with other government and/or business interests as well as offering time to champion any corporate vision and sustain longer term initiatives.

The pilot focused on enhancements to the current Deputy Warden position, including the following roles:

- Promoting stability;
- Fill in for the Warden during any absences;
- Provide leadership and organizational history for all strategic discussions; and
- Provide the bridge to key organizational relationships throughout the year.

Council must assess whether the Deputy Warden position was successful in achieving Council's goals for this position and provide direction to staff.

Upon completion of the pilot initiative which is at the end of the term, Council has two options:

1. Return to the rotating Deputy Warden model that has been in place for years which does not necessitate a revision to the Procedural By-law; OR
2. Revise the Procedural By-law to include a provision whereby the Deputy Warden is the most immediate past Warden who is a member of Council.

It is important that this discussion and decision take place before the end of this term of Council.

RECOMMENDATION:

THAT staff be directed to amend the Procedural By-Law to include a provision whereby the Deputy Warden will be the most immediate past Warden who is a member of Council as part of a broader Procedural By-Law amendment which will be reviewed by County Council.

All of which is Respectfully Submitted

Julie Gonyou
Chief Administrative Officer

REPORT TO COUNTY COUNCIL

FROM: Julie Gonyou, Chief Administrative Officer

DATE: September 5, 2018

SUBJECT: Rough Railway Crossings in Elgin County

BACKGROUND:

A formal complaint was received on August 20, 2018 by the Chief Administrative Officer in regard to rough railway crossings in Elgin County.

The County resident noted the following:

"To state the County has installed "bump" and "stop" signs at the tracks is like putting on a band aid when 50 stitches are needed. We drive these roads everyday with – cars, trucks, tractors, combines, trucks hauling grains, etc. and consider the deteriorating conditions of the crossings to be a safety hazard. Please consider this our "Formal Complaint". The railway crossings need to be fixed properly for the safety of all that travel our roads every day!" - (Permission to release name as part of complaint not obtained)

ANALYSIS

Transport Canada

According to official data from Transport Canada, there are approximately 23,000 grade crossings under federal jurisdiction in Canada, of which 14,000 are public and 9,000 are private. The current approach to managing grade crossing safety in Canada requires the cooperation of over 3,000 municipal, provincial, territorial and federal authorities and Indigenous groups and thousands of private land owners.

A grade-crossing is defined as an intersection where a road or path crosses railway tracks at the same level. These crossings are also known as level crossings, railway crossings or train crossings. For the purpose of this report, these crossings will be referred to as "railway crossings".

Transport Canada has developed a guide for *Grade Crossings Regulations* under the *Railway Safety Act*. According to this guide, it is the goal of Transport Canada to improve safety by establishing comprehensive and enforceable safety standards for grade crossings, clarifying the roles and responsibilities of railway companies and road authorities and ensuring that key information is available. Also included in the guide are a set of minimum safety standards that are established for road approaches and other land adjoining the land on which the railway line is situated insofar as the safety of the grade crossing may be affected.

According to this set of regulations, railway safety begins with "strong rules, regulations and standards". The *Grade Crossings Regulations* are intended to enhance the safety

of grade crossings under federal jurisdiction through a clear definition of the roles and responsibilities of railway companies and road authorities with regard to: information-sharing; crossing surfaces; sightlines; road and railway signs; traffic lights; and warning systems.

Railway Crossings in Elgin

There are far fewer rail crossings on Elgin County roads then there were 20 years ago. There are 18 railway crossings on County Roads. However, roads crossing over them are notoriously rough. In almost every instance, the rail authority is "senior", meaning they existed there first and have the right to be there. Federal Board Orders mandate responsibility for crossing maintenance and the railway authority is responsible for the section of road crossing for the length of the railway tie, or about 2 feet past the rails on either side. This is normally the area that requires the most maintenance.

The County has requested railway authorities to maintain their section of road crossing in the past with suboptimal results. It has been our experience that the railway authorities define maintenance of the road crossing very differently than what many motorists expect. Often, holes are only filled after a formal complaint is made.

Local municipalities who maintain the County roads will fill pot holes in these areas but these fixes are short-lived. Gaps near the rails cannot be dealt with as the work completed by municipalities may interfere with rail traffic.

In response to concerns received over the years about rough rail crossings, the County has installed "bump" signs at many crossings to inform motorists of the rough crossings in advance. Additionally, unsignalized crossings are to be to be treated as stop signs, and many of these crossings have now been supplemented with stop signs to clarify this for motorists. However, many drivers do not stop before crossing and choose to remain at highway speeds, thus making the uneven crossing even worse.

The County attempts to partner with railway authorities when road work is being done in that area to improve the ride over crossings. The work is coordinated well in advance and to meet the rail authority's schedule and usually requires a road closure. Sometimes the railway will take the opportunity to replace their infrastructure and this requires a road closure for up to a week.

CONCLUSION:

Road improvements over railway crossings remain an ongoing challenge. Since the County cannot repair potholes or deteriorating roads within the railroad company's right-of-way, it is imperative that we determine the rail crossings that require immediate attention. County staff will investigate and prioritize rough railway crossings for the purpose of notifying Transport Canada of the issues.

Unfortunately, the County has no control over the schedule of work to be undertaken by the rail authorities and their ultimate control over the situation. As such, neither staff nor Council are able to plan for or provide any indication of when residents can expect work to be undertaken on the railway crossings.

While the County is not responsible for the rail crossings themselves, we could play a role in advocating on behalf of this issue. An appropriate course of action is to identify which crossings require immediate attention and follow up directly with the proper authorities and encourage concerned residents to do the same.

Complaints in regard to rough railway crossings are not an uncommon concern received both at the County level and amongst our local municipal partners. Safety concerns relating to vehicles, cyclists, motorcyclists as well as farm machinery are most commonly identified.

RECOMMENDATIONS:

THAT the Engineering Services staff be directed to evaluate the safety of railway crossings on County roads in Elgin County against the Grade Crossing Regulations under the Railway Safety Act and identify which railway crossings do not meet minimum standards and investigate whether it is the road approach that is the issue or the railway crossing itself; and,

THAT this information be provided to County Council for their information at a future meeting; and,

THAT County Council invite a representative from Transport Canada to present to Council about *Grade Crossings Regulations* and the *Railways Safety Act* in an effort to clarify roles and responsibilities; and,

THAT Engineering Services staff be directed to follow up with Transport Canada notifying them of unsafe and rough railway crossings in Elgin County to advocate for immediate repair of these issues; and,

THAT the Chief Administrative Officer be directed to follow up with the complainant, notifying them of the direction provided by County Council.

All of which is Respectfully Submitted

Julie Gonyou
Chief Administrative Officer

ElginCounty
Progressive by Nature

REPORT TO COUNTY COUNCIL

FROM: Stephen H. Gibson, County Solicitor
Ken McNair, County Prosecutor/Solicitor

DATE: September 5, 2018

SUBJECT: Civil Enforcement of Reforestation Orders

INTRODUCTION:

The purpose of this Report is to advise Council of an option for enforcement of Reforestation Orders made by Provincial Offences Court through civil proceedings and in particular through contempt proceedings commenced in the Superior Court of Justice.

DISCUSSION:

Violations of Woodlands Conservation By-Laws are often prosecuted through Part III proceedings in Provincial Offences Court. In general terms, Elgin County follows this practice in respect of violations of its Woodlands Conservation By-Law.

If a finding of guilt is made within any such prosecution, the Court often issues a Reforestation Order pursuant to the Municipal Act, requiring the Defendant or Defendants to take steps to reforest the land upon which the violation occurred (or, alternatively, other lands owned by the Defendant or Defendants), including but not limited to the following:

- Planting of a specified number of trees of a specified species and size
- Planting instructions for such trees
- Requiring the Defendant or Defendants to take reasonable steps to ensure survival of a percentage of the planted trees (usually 70% survival rate)
- Granting the Woodlands Conservation Officer unimpeded access to the replanted lands for a period of five (5) years.

Unfortunately, Elgin has experienced circumstances in which a Defendant or Defendants subject to a Reforestation Order do not comply with its terms. In these circumstances and in the absence of an enforcement mechanism under the Provincial Offences Act or Municipal Act, requests have been made to the relevant policing authority and Crown Attorney to lay a criminal charge for Failing to Comply with a Court Order contrary to the Criminal Code. To date, few such charges have been investigated or laid and no charges have proceeded to trial, many having been withdrawn without input from Elgin County as the complainant.

Against this experience, legal research has now revealed a potential alternate enforcement process through civil contempt proceedings. Under this process, Elgin County would make an application to Superior Court of Justice, supported by affidavit material, for a declaration that the involved Defendant or Defendants are in contempt of the Reforestation Order by failing to fulfil the responsibilities and duties set forth in that Order. The Defendant or Defendants can dispute the application, including a right to file responding affidavits in support of that position. The Court will most likely make a decision on the Application on the

basis of those affidavits and any transcripts of cross-examination in respect of those affidavits. If a finding of contempt is made, the presiding Justice has a broad discretion as to penalty, including imprisonment, fine, an order against further contempt, and costs.

The primary benefit of the civil contempt process is that it is one initiated by the municipality, in this case Elgin County, and Elgin County is in a better position to control the process. The primary disadvantage are the costs associated with the process, including a potential cost award in favour of a Defendant if contempt is not found – direct representation costs are awarded through utilization of staff counsel to represent Elgin County as Applicant.

CONCLUSION:

Given the absence of success of enforcement of Reforestation Orders through the criminal courts, it seems reasonable to allow for pursuit of enforcement against non-complying Defendants through civil contempt proceedings.

RECOMMENDATIONS:

THAT the report titled “Civil Enforcement of Reforestation Orders” from the County Solicitor and County Prosecutor/Solicitor, dated September 5, 2018, be received and filed; and,

THAT subject to approval by Council prior to commencement of any specific proceeding, the County Solicitor including any legal staff, be authorized to pursue civil enforcement of Reforestation Orders issued by the St. Thomas Provincial Offences Court (or any successor thereto) for non-compliance with the terms thereof.

All of which is Respectfully Submitted

Stephen H. Gibson
County Solicitor

Ken McNair
County Prosecutor/Solicitor

Approved for Submission

Julie Gonyou
Chief Administrative Officer

CORRESPONDENCE – September 11, 2018

Items for Consideration – (Attached)

1. Peter Crockett, P. Eng., Chief Administrative Officer, Oxford County seeking support of Oxford County's SouthwestLynx proposal for the development of an Integrated High-Performance Public Transportation Solution for Southwestern Ontario.

2. M. Casavecchia-Somers, Chief Administrative Officer/Clerk, Township of Malahide with concerns regarding Traffic on Imperial Road, North of Aylmer and response from Julie Gonyou, Chief Administrative Officer, County of Elgin.

Oxford County
Growing stronger together

Peter M. Crockett, P.Eng.
Chief Administrative Officer
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Woodstock, ON N4S 7Y3
519.539.9800, ext. 3000 | 1.800.755.0394
www.oxfordcounty.ca

VIA E-MAIL

August 9, 2018

Warden Marr and Members of
Elgin Council
450 Sunset Drive
St. Thomas, ON N5R 5V1

Dear Warden Marr and Members of Elgin Council:

At its meeting on June 27, 2018, County Council adopted Report CAO 2018-18 entitled "SouthwestLynx: Integrated High Performance Public Transportation for Southwestern Ontario (attached). The SouthwestLynx plan is the fourth of a Southwestern Ontario transportation series the County of Oxford commissioned Greg Gormick, On Track Strategies to prepare. By demonstrating the potential passenger rail capacity within the existing rail corridors through Southwestern Ontario, SouthwestLynx presents the unquestionable viability of high performance rail (HPR) complemented by a fully integrated intercommunity transportation system as a logical, practical, affordable and deliverable public transportation solution for Southwestern Ontario.

In addition, I have attached an electronic copy of our brochure, Connecting Southwestern Ontario. This brochure summarizes the SouthwestLynx plan and the prior reports Oxford County commissioned; **"New Directions"**, **"Empowering Ontario's Short Line Railways"** and **"Steel Corridors of Opportunity"**.

All four of the reports are available through our home page at www.oxfordcounty.ca. As well, your Chief Administrative Officer has a hardcopy of the full SouthwestLynx document.

With the adoption of Report CAO 2018-18, Oxford County Council seeks Elgin County Council support in advancing the SouthwestLynx plan through the adoption of the following proposed resolution:

> ***That Elgin County Council supports Oxford County's SouthwestLynx proposal for the development of an Integrated High-Performance Public Transportation Solution for Southwestern Ontario.***

Our intent is to also seek the support of the Western Ontario Wardens Caucus at their August 2018 meeting.

Our thanks in advance for your support.

Sincerely,

Peter M. Crockett, P.Eng.
Chief Administrative Officer

Encl.

Cc: Julie Gonyou, Chief Administrative Officer, Elgin

To: Warden and Members of County Council

From: Chief Administrative Officer

SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario

RECOMMENDATIONS

1. **That Council endorse "SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario" as outlined in Report CAO 2018-18 and its attachments;**
2. **And further, that staff submit Report CAO 2018-18 and its attachments to the High Speed Rail Program Office in support of Oxford's prior position that Southwestern Ontario requires a fully integrated public transportation solution and that the HSR EA Terms of Reference must include the full and comparative assessment of alternatives to the proposed HSR corridor including the optimization of existing rail corridors;**
3. **And further, that funding in the amount of $175,000, to be financed from General Reserves be approved for the establishment of a High Speed Rail EA Peer Review Team in coordination with the Corridor Impacted Municipalities group and to develop and undertake a Southwestern Ontario Transportation Dialogue and Relationship program as described in Report CAO 2018-18;**
4. **And further, that Report CAO 2018-18 and its attachments be forwarded to Oxford's Area Municipalities, the South Central Ontario Region Economic Development Corporation (SCOR), the Western Ontario Wardens Caucus (WOWC), the Mayors of Southwestern Ontario (MOSO), the Member of Parliament (Oxford), Member of Provincial Parliament (Oxford), the Ontario Federation of Agriculture and interested community stakeholders for their information and support.**

REPORT HIGHLIGHTS

- The purpose of this report is to seek Council support for, and authorization to advance, the SouthwestLynx proposal for an integrated high performance public transportation system for Southwestern Ontario.
- Further, this report seeks Council authority to submit the SouthwestLynx proposal to the Provincial High Speed Rail office in support Oxford County's position that Southwestern Ontario requires a fully integrated public transportation solution and that there is a viable alternative that must be given full and comparative consideration in the Province of Ontario's

Terms of Reference and the subsequent Individual Environmental Assessment for the Kitchener to London leg of the proposed High Speed Rail project.

Implementation Points

Upon adoption of this report staff will initiate all actions related thereto and in doing so begin a comprehensive program to address Oxford's concerns with the High Speed Rail proposal and to stimulate advancement of the dialogue and cooperation necessary amongst key stakeholders and partners critical to advancing a transportation solution for Southwestern Ontario.

Financial Impact

The adoption of Report CAO 2018-18 approves $175,000, to be financed by the General Reserve, for initiatives outlined in this report and not included within the approved 2018 Budget and Business Plan. The Treasurer has reviewed this report and agrees with the financial impact information.

Risks/Implications

There are no risks inherent with the adoption of this report.

Strategic Plan (2015-2018)

County Council adopted the County of Oxford Strategic Plan (2015-2018) at its regular meeting held May 27, 2015. The initiative contained within this report supports the Values and Strategic Directions as set out in the Strategic Plan as it pertains to the following Strategic Directions:

2. ii. ***A County that is Well Connected*** – Advocate for appropriate federal and provincial support, programming and financial initiatives to strengthen the movement of people and goods to, from and through the County

3. i. ***A County that Thinks Ahead and Wisely Shapes the Future*** – Influence federal and provincial policy with implications for the County by:

    - *Advocating for federal and provincial initiatives that are appropriate to our county*

DISCUSSION

Background

In 2015, County Council demonstrated significant municipal leadership through the adoption of the Future Oxford Community Sustainability Plan and committed to achieving 100% Renewable Energy by 2050, Zero Waste and Zero Poverty. With these commitments Council has also recognized the need to influence public policy well beyond our borders including advocacy for Southwestern Ontario.

This is the fourth in a series of transportation reports Oxford County commissioned Greg Gormick, On Track Strategies, to prepare. This series of reports outline the key issues facing transportation and freight mobility and efficiency across Southwestern Ontario.

Previous support for the development of an Integrated Public Transportation Master Plan, as outlined in the New Directions package (2016) and for freight policy reform as outlined in the Empowering Ontario's Short Line Railways (2017) report is a demonstration of Council understanding that a vibrant economy requires the efficient movement of both people and goods. Most recently, at its June 13, 2018 meeting Council endorsed Steel Corridors of Opportunity which outlines the role and freight rail in Southwestern Ontario and suggested actions related thereto.

Finally, as Council is aware, the Province of Ontario is proposing a High Speed Rail project ultimately connecting Toronto to Windsor. The proposal includes a new rail corridor west of Kitchener to London. For this section of new rail corridor, the Province of Ontario has issued a commencement notice for the development of an Environmental Assessment Terms of Reference for a proposed High Speed Rail project. To this point it appears the intent is to exclude from consideration any options to optimize the existing rail corridors. At its March 14, 2018 meeting Council adopted the following resolution upon receipt of the Notice of Commencement:

> ***"That the Ministry of Transportation correspondence dated February 27, 2018 regarding the High Speed Rail (HSR) Environmental Assessment (EA) Terms of Reference – Notice of Commencement be received;***
>
> ***And further, that the County of Oxford respectfully and unequivocally expects, as is required under the Environmental Assessment Act, the proposed HSR EA Terms of Reference to explicitly include a full and comparative assessment of the High Performance Rail alternative as outlined in Warden Mayberry's January 18, 2018 letter to Premier Wynne, Minister Del Duca (then Minister of Transportation) and Minister Ballard (Minister of the Environment and Climate Change);***
>
> ***And further, that the Premier of Ontario, the Minister of Transportation, the Minister of the Environment and Climate Change, the Leader of the PC Party of Ontario, the Leader of the Ontario New Democratic Party, the Leader of the Green Party of Ontario, Ernie Hardeman (MPP Oxford), and the Executive Director of High Speed Rail be so advised."***

The Warden and staff continue to pursue Council's requirement for a Southwestern Ontario fully integrated public transportation solution and a full and comparative assessment of alternatives to High Speed Rail, to no specific avail at this point.

Comments

Context

It is Oxford's position that the Province of Ontario has prematurely concluded that High Speed Rail (HSR) is the only possible solution for enhancing public transportation connections between Toronto and Southwestern Ontario. Public transportation ridership, impact and value is not dictated by speed alone. Rather more critical is service frequency, reliability, convenience, quality, cost and extensive service integration amongst other public transportation modes.

Since 2016, Oxford County has advocated for an Integrated Public Transportation Master Plan that would consider a range of public transportation options to connect the larger urban centres of Southwestern Ontario with key points east to Toronto, while at the same time connect the small urban/rural communities of Southwestern Ontario to each other and key urban centres.

With this in mind, and prior to the aforementioned issuance of the Notice of Commencement, staff had commissioned the development of a feasibility assessment to understand the potential for improving the existing rail corridors through Southwestern Ontario.

The result is a proposed public transportation strategy for Southwestern Ontario that illustrates a viable option to provide a high quality transportation connection to Toronto that focuses on the optimization of the existing rail corridors, referenced as High Performance Rail (HPR). This report demonstrates that a HPR solution, when coupled with critical intercommunity transportation services and properly leveraging other intended rail investments, can achieve dramatic transportation connectivity enhancements across Southwestern Ontario in comparable travel times, markedly earlier and at substantially lower costs than High Speed Rail.

SouthwestLynx – Practical and Implementable

We have called the proposal SouthwestLynx. Our premise is a Southwestern Ontario centric transportation solution that connects to Toronto, rather than forcing a Toronto centric solution to fit the transportation needs specific to Southwestern Ontario as currently envisioned by the Province's HSR proposal. The difference between the two approaches is transformational.

SouthwestLynx is a practical, affordable plan that can be rapidly deployed to address the public transportation access and mobility deficiencies that are threatening Southwestern Ontario's economic, community and environmental destiny.

SouthwestLynx is based on several successful High Performance Rail (HPR) based services now being offered or emerging in the U.S., which are in turn based on similar examples from around the world. Many of the international HPR based systems laid the groundwork for the subsequent addition of HSR services to further augment the base HPR services. All of these successful global precedents have included major intercommunity transportation components, which have not only acted as feeders to the HPR core routes, but also to provide stand-alone service between the points they serve.

While the proponents are making much of the proposed HSR's Toronto-Kitchener-London unverified 73 minute travel time, optimizing the existing Toronto-Woodstock-London south rail corridor can result in a very competitive 100 minutes travel time. The longer Toronto-Kitchener-London north rail corridor can be optimized to achieve as low as 140 minute travel times. All at a fraction of the cost and impacts associated with any HSR proposal, currently estimated to cost at least $21 billion.

Moreover while an optimistic first HSR train date is likely well beyond 2025, the HPR based SouthwestLynx proposal to optimize the existing corridors can create passenger rail capacity within the first year. It is expected that within a single year, the existing corridors could accommodate 5 additional two-way daily Toronto – London trains (from 7 to 12). Further strategic optimization investment in existing rail corridors can create the track capacity for as

many as 30 two-way daily Toronto – London passenger rail trips (from 7 to 30) within the first 5 years. Within the SouthwestLynx plan, daily two-way passenger trains Toronto-Windsor and Toronto-Sarnia can double from 4 to 8 and 2 to 4 respectively in the same time period. Quicker, better, faster is SouthwestLynx!

Simply put, SouthwestLynx can begin improving the region's public transportation system within one year because its focus is within the two existing rail corridors. It is scalable and incremental, and it can be completed at a substantially lower and more readily verifiable cost than the initial $21 billion, 14 years required for the proposed Toronto-London-Windsor HSR project. The HSR proposal costs and implementation time are best case initial estimates only.

SouthwestLynx proposes a HPR core system to significantly improve the current Southwestern Ontario rail passenger services, augmented by an extensive and coordinated network of connecting intercommunity transportation services all of which would be linked to intermodal mobility hubs (Attachment 1). SouthwestLynx requires only minor land acquisition, severs no agricultural properties, includes rail freight benefits and provides a broader range of transportation improvements offering better value, compared with HSR.

In order of priority, the initial 5 year projects within the two existing rail corridors include:

1. Aldershot-Bayview Junction Capacity Expansion

The key obstacle to any thought of passenger rail service improvements using the CN South Main Line (Toronto-Brantford-Woodstock-London) is the capacity constraints on the CN portion of the Oakville Subdivision between Aldershot Station and Bayview Junction in Hamilton's west end. This 2-km section of track is one of the most heavily used in Canada that often suffers severe conflicts between the passenger and freight trains.

Proposed track improvements are a vital first step to improving passenger and freight rail capacity through west Hamilton to Southwestern Ontario. The improvements are also key to VIA Rail services, absolutely essential to any thought of GO Transit Rail services to Brantford, Hamilton (all day) and beyond to Niagara.

The proposed track improvement in this area will cost a minimum of $500 million.

2. CN Guelph Subdivision Upgrading

The CN-owned portion of the Guelph Subdivision extends 91 km from the western end of the Kitchener to a junction at London East with CN's Bayview-London Dundas Subdivision, which is used for VIA's South Main Line passenger service. For passenger service, this section is in only fair condition and unable to sustain a higher-speed service.

To bring back up to an appropriate condition for the SouthwestLynx passenger service, major track infrastructure rehabilitation is required throughout the corridor along with a number of short railway sidings that are in need of extensions and/or additions as the train frequency incrementally increases. The line has a modern centralized traffic control (CTC) signaling system which with the SouthwestLynx optimization plan will yield major benefits.

It is estimated that the upgrading of the CN Guelph Subdivision to provide more frequent service at the maximum 160-km/hour passenger speed CN allows on its track will cost approximately $500 million.

3. CN Halton Subdivision (Bramalea-Georgetown) Capacity Expansion

The CN Halton Subdivision forms a central and critical part of the North Main Line used by VIA and GO's Kitchener Line trains. It is a heavily-used main component of CN's Montreal-Toronto-Chicago freight main line. Along with extensive freight, the Bramalea-Georgetown section is shared with VIA's two daily North Main Line roundtrips and, on weekdays, with 29 GO commuter trains that originate or terminate at Mount Pleasant, Georgetown or Kitchener, as well as three non-revenue GO train movements.

To implement the high-frequency GO RER and proposed HSR services, the Ministry of Transportation of Ontario (MTO) proposes to build a new freight bypass CN (Bramalea to Milton) requiring eight years of construction at an estimated cost of $8 billion.

The SouthwestLynx alternative approach would avoid the public cost of this line and eliminate conflicts between the passenger and freight trains by constructing a fly-under between the Mount Pleasant to Georgetown stations to service the Southwestlynx and GO Transit and undertaking some station platform improvements. Within the SouthwestLynx proposal, all passenger trains would stay on the south side of the triple-track line and keep the north track open for exclusive CN freight use until the fly-under. At that point, the CN traffic would be largely confined to the south track and the passenger trains to the north.

By substituting SouthwestLynx proposed Toronto-Kitchener-London HPR service for the proposed HSR service, and using it to provide some of the proposed GO RER frequencies, the capacity demands on this line segment would be reduced to an extent that a fully triple-tracked line from Bramalea to Georgetown could accommodate both the passenger and CN freight services.

The SouthwestLynx approach of triple-tracking this line segment and building the fly-under to minimize freight/passenger conflicts is a vital requirement of the Southwestlynx North Main Line service and can be delivered at an estimated cost of $1.5 billion. It could be completed within five years or less.

4. CN Dundas Subdivision Capacity Expansion

A major point of freight and passenger conflicts on the double-track CN Dundas Subdivision portion of the South Main Line is at Paris Junction, at the top of the grade out of Brantford. At various times, a combination of four passenger and freight trains will routinely pass through this point in both directions within a few minutes of each other. Sidings exist on both the north and south sides of the line, but both are approximately 2,200 metres long and are inadequate for use by today's freight trains of 3,000 metres or more.

To eliminate this choke point, the Southwestlynx plan requires the extension of these short sidings to Princeton to create a 13 km, highly-useful, section of four-track main line. This will not only allow for "meets" between trains operating in opposing directions, but for smooth

overtakes of the CN freight trains, which are limited to 96 km/hour, by the passenger trains, which are now allowed a maximum permissible speed of 130 km/hour.

The ability to use this four-track section for planned overtakes under CN's "precision scheduled railroad" freight operating concept will become even more important as the passenger speed is increased to the 160-km/hour CN allows on shared-use main line trackage.

The SouthwestLynx proposed capacity expansion from Paris Junction to Princeton will cost approximately $100 million.

5. CN-CP Woodstock-Komoka Line Consolidation

An opportunity to address several intercity and urban transportation challenges is available in what would be the largest capital project in the first phase of Southwestlynx. It would not only yield major rail passenger and freight benefits, it would resolve significant rail crossing issues in London.

Leveraging CN and CP proximity in Woodstock and again on the west side of Komoka, the SouthwestLynx proposal identifies the opportunity to adjust existing rail operations to consolidate freight rail separate from passenger rail over a 60 km section. All within the existing rail corridors a 60 km dedicated 200 km/h passenger rail section can be created while still allowing CP and CN freight operations to efficiently continue through Windsor and Sarnia and to US markets as they do today while ensuring local area agricultural and industrial shippers maintain services.

Through London, both the all-passenger CN line and the all-freight CP line would be grade separated from all the streets that now cross them, resulting in improved automotive and pedestrian flow on those streets. A minimum of five grade-separated crossings on the CP line and seven on the CN line would require construction.

An order-of-magnitude cost estimate is $2 billion. Notwithstanding the construction implications this significant investment would significantly benefit the citizens of London, rail passengers, as well as CN/CP freight operations.

6. Continuous Corridor Enhancements

There are other infrastructure projects that can be undertaken to increase the speed and the reliability of the Southwestlynx rail passenger services, although none would produce the dramatic benefits that can be derived from the projects described above. However, in concert with these larger projects, they can assist in incrementally reduced schedule times and further enhanced by minimizing conflicts between the passenger and freight trains. The SouthwestLynx plan has identified a number of station, crossovers and switching locations where safety, speed and capacity can be significantly enhanced incrementally.

Costing this aspect of the first phase of the Southwestlynx project will be difficult until the situation is analyzed by both the freight and passenger operators, and the number of replacements determined. Nonetheless, it should be a component of the project on the basis that every minute of time that can be incrementally bled from the running times translates into greater passenger attraction and revenue. At a high level, significant station improvements at

the locations identified may well cost upwards of $20 million, crossing and switching improvements perhaps $2 million for each location.

A SouthwestLynx Demonstration

A two-part demonstration project has been outlined in the report to provide opportunity for early improvements and to establish a template for the roll out of the full SouthwestLynx program:

- A joint VIA-GO "pool agreement" to blend their operations on the Toronto-Kitchener-London North Main Line route to provide faster, more frequent service at lower passenger cost; and
- Development of a multi-county network of intercommunity transportation connections between major points on the two VIA Rail routes and numerous off-line Oxford County points, which can act as a template for other county, regional and municipal governments.

Combined, these demonstration project options could be used to validate the approach proposed in SouthwestLynx.

The SouthwestLynx Advantage

Southwestern Ontario's public transportation access and mobility require timely and strategic action now. The provincial government is contemplating the construction of a high-cost HSR that will not be fully operational for at least a decade. Further, there is no indication of how the Province proposes to substantially address intercommunity transportation requirements in concert with their HSR proposal. Southwestern Ontario's need for an alternative that will deliver more effective, more affordable mobility quicker is urgent. SouthwestLynx is that fulsome alternative.

By considering key improvements within both rail corridors SouthwestLynx can be the catalyst to accelerate GO Transit Rail service improvements not only to Kitchener along the north rail corridor but to Hamilton, Brantford and Niagara as well through the south rail which is given no consideration in the Province's HSR proposal. This is possible because the very obstacles to those long awaited service improvement are leveraged by the SouthwestLynx plan strategically. The result is a public transportation investment that will serve Kitchener and Southwestern Ontario while also enhancing service opportunity to over 1 million more people than the Province of Ontario's HSR proposal. All while also solving key freight movement issues across the Greater Toronto and Hamilton Area as well as across Southwestern Ontario.

Moreover, by investing in partnership with the Canada's Class 1 Railways (CN/CP) every dollar invested enhances the freight rail capacity through these key corridors as well as the passenger rail capacity.

Partnerships and Cooperation

There are three prerequisites for the implementation of SouthwestLynx:

- Complete replacement of the Southwestern Ontario rail passenger fleet with new, proven high-performance diesel-electric locomotives, rolling stock, and rail infrastructure improvements;
- Coordination and cooperation among the Government of Canada, federally-owned VIA Rail, the Government of Ontario and provincially-owned Metrolinx/GO Transit; and
- A new governance and service delivery strategy based on the successful concepts employed on three integrated California high-performance rail corridors and Southwestern Ontario's SWIFT ultra-high-speed broadband project.

Multiple infrastructure upgrading projects must be undertaken on the two passenger rail routes linking Southwestern Ontario with the Greater Toronto and Hamilton Area. These projects may be spaced over a number of years, dependent on available public funding. These include the easing of several speed-restricting curves, grade separating numerous road crossings, station improvements and track additions to minimize or eliminate conflicts between passenger and freight trains.

Each project will incrementally and progressively contribute to reducing current rail journey times, increasing rail frequency, reducing operating costs, reducing government operating subsidies and reducing passenger fares. All would work hand-in-glove with new, high-performance locomotives and rolling stock to offer benefits equal to or greater than those promised under the controversial Ontario HSR proposal.

Successful integrated public transportation services, as SouthwestLynx proposes, are highly complex in nature. Multiple levels of jurisdiction, varied stakeholders interests, complex funding and operating partnerships will be crucial to success. SouthwestLynx incents cooperation because its plan offers the potential to significantly advance rail freight and rail passenger transportation across Southwestern Ontario and to Hamilton, Brantford and the Niagara Peninsula.

Further, by including strong intercommunity transportation services serving both as passenger rail feeder routes and community connection services, Southwestern Ontario can have the broader high quality transportation service it needs and deserves. These intercommunity services need not be solely traditional municipally operated systems. In fact, a system of complementary municipal and contracted services in partnership with the existing motor coach industry has considerable potential.

SouthwestLynx Governance

SouthwestLynx is premised on a Southwestern Ontario centric transportation solution that connects to Toronto, not a Toronto centric solution as envisioned by the province's HSR proposal. We believe it must be governed as such.

Like Ontario Northland serves Northern Ontario and Metrolinx serves the Greater Golden Horseshoe, SouthwestLynx must be a Southwestern Ontario based entity premised on serving the needs of Southwestern Ontario. As a distinct entity, its Board would comprise key funding partners and stakeholders including the Government of Canada, Government of Ontario, Western Ontario Wardens Caucus, the Mayors of Southwest Ontario, Indigenous Communities

and appropriate business representatives. Similar successful governance models indicate this approach is not only viable, it is essential to the successful planning, implementation and operations that will be SouthwestLynx.

Moving Forward

A new Provincial government does not resolve the HSR issues, nor does it ensure firm action and cooperation necessary to addresses the Southwestern Ontario transportation issues identified in the Oxford reports.

The SouthwestLynx proposal was developed as a means to demonstrate that viable alternatives to the Province's proposed HSR do exist. SouthwestLynx is a practical, affordable plan that can be rapidly deployed to provide the public transportation access and mobility vital to Southwestern Ontario's economic vitality, community wellbeing and environmental health.

To ensure consideration of the SouthwestLynx proposal and the related freight opportunities raised in this report, and the prior Steel Corridors of Opportunity, Empowering Ontario's Short Line Railways and New Directions, two avenues for action include:

- active pursuit of the HSR EA Terms of Reference expansion to include all viable comparative route alternatives; and
- active pursuit of the required coordination and cooperation necessary between all stakeholders necessary to address the transportation system issues raised in Oxford's transportation compendium.

High Speed Rail Environmental Assessment Terms of Reference

The Corridor Impacted Municipalities group comprising the Municipality of Thames Centre and the Townships of Zorra, East Zorra-Tavistock, and Wilmot is being coordinated by Zorra Township. The Region of Waterloo, along with the counties of Oxford and Middlesex will be working with the group to ensure a common voice. On behalf of the group, Zorra Township has approached the Ministry of Transportation to seek funding assistance to provide the technical support and capacity to peer review any and all work, as appropriate, emanating from the High Speed Rail Program Office on this file. While receptive, the Ministry has not provided any indication of funding at this time.

Given the potential for a lame duck Council situation in late July, and the complete uncertainty of any provincial funding, it is proposed that Oxford County work with Zorra Township to fund the formation of an appropriate expert Peer Review Team. Upset cost exposure to ensure able action through the remainder of 2018 is estimated at a net $100,000. Any further funding requirements would be identified through the 2019 Budget and Business Plan process.

Southwestern Ontario Transportation Dialogue and Relationship Program

A change in provincial government does not resolve the issues raised to date. The advancement of a transportation solution for Southwestern Ontario will not just happen. To encourage, and as appropriate stimulate, the necessary dialogue it will be necessary to seek the advice and support in approaching key industry players along with the Federal and Provincial governments and their agencies (VIA Rail and Metrolinx respectively). Staff believe

this initiative requires a level of sustained action that is not practical without strategic advice and support. It is proposed that Oxford County lead the development and implementation of an effective Southwestern Ontario Transportation Dialogue and Relationship program. To develop a plan and begin implementation an additional $75,000 is proposed. Working with the Corridor Impacted Municipalities group, we will seek municipal partners through the Western Wardens Caucus, the Mayors of Southwest Ontario, the City of Hamilton and the Regions of Waterloo and Niagara. Any further funding would be identified through the 2019 Budget and Business Plan process and take into consideration any partnership funding support available through the aforementioned municipal group.

Conclusions

The complex issues raised in this report are largely the result of years of evolution in the absence of a long term strategy, public policy and public/private investment that ensures:

- A rail network that addresses rail freight needs and opportunities;
- A rail network that concurrently provides effective and integrated passenger rail;
- A fully integrated intercommunity transportation system.

A system that addresses the efficient movement of people and goods across Southwestern Ontario is in the broader public interest, is fundamental to addressing climate change and should be of significant concern at the federal, provincial and municipal levels of government. Such a system should also be of significant interest and concern amongst the freight and passenger transportation system providers (CN, CP, VIA Rail, Metrolinx and the Motor Coach Industry).

There is nothing technologically or legislatively untested in the SouthwestLynx plan. In fact the work undertaken cites three successful U.S. examples that demonstrate all elements are service proven.

This report demonstrates that SouthwestLynx is a viable alternative worthy of consideration within a proper Individual Environmental Assessment of the High Speed Rail proposal. Moreover, it demonstrates strategic solutions that can significantly advance the economic, community and environmental wellbeing of not only Southwestern Ontario residents and businesses but its many service partners, industries, and stakeholders. As such, staff recommend that Oxford County submit this report and its attachments to the High Speed Rail Program Office in support of Oxford's prior position that Southwestern Ontario requires a fully integrated public transportation solution and that the HSR EA Terms of Reference must include the full and comparative assessment of alternatives to the proposed HSR corridor including the optimization of existing rail corridors.

Staff also recommend Council approval of initial funding in the amount of $175,000 to be used to establish a High Speed Rail EA Peer Review Team in coordination with the Corridor Impacted Municipalities group and to develop and undertake a Southwestern Ontario Transportation Dialogue and Relationship program as described herein.

Finally, staff recommend that Oxford County seek the support of Oxford's Area Municipalities, the South Central Ontario Region Economic Development Corporation (SCOR), the Western Ontario Wardens Caucus (WOWC), the Mayors of Southwestern Ontario (MOSO), the Region of Waterloo, City of Hamilton, Region of Niagara, the MP (Oxford), the MPP (Oxford), and the Ontario Federation of Agriculture. Staff would also inform and seek the support of interested community stakeholders.

SIGNATURE

Approved for submission:

Original signed by:

Peter M. Crockett, P.Eng.
Chief Administrative Officer

ATTACHMENT

Attachment 1 SouthwestLynx Proposal Map
Attachment 2 SouthwestLynx: Integrated High-Performance Public Transportation for Southwestern Ontario, June 2018

Figure:

Aurora
Whitchurch-Stouffville
King City
Whitby
Bowmanville
Orangeville
Caledon
Richmond Hill
Markham
Ajax
Oshawa
Vaughan
Pickering
Wingham
Goderich
Brampton
Toronto
GO Transit – Metrolinx
Huron East
Clinton
Halton Hills
Mississauga
Seaforth
Guelph
Milton
Lake Ontario
Bluewater
Waterloo
Kitchener
Oakville
Canadian National
Lake Huron
Stratford
New Hamburg
Cambridge
Canadian Pacific
Exeter
Burlington
South Huron
Bayview Junction
Niagara-on-the-Lake
St. Marys
Hamilton
Princeton
Paris
Stoney Creek
St. Catharines
Parkhill
Grimsby
Brantford
Woodstock
Lincoln
Thorold
Forest
Michigan
Niagara Falls
Ingersoll
Welland
Sarnia
London
Niagara River
Strathroy
Fort Erie
Petrolia
Komoka
Dunnville
Port Colborne
Tillsonburg
Simcoe
St. Thomas
Aylmer
Canadian Pacific
Canadian National
Lake St. Clair
Chatham
Lake Erie
St. Clair Beach
Windsor
VIA Rail
Tecumseh
Belle River
Lakeshore
Amherstburg
New York
Kingsville
Leamington
Pennsylvania
Ohio
Canada-USA Border
Inter-community Bus Service
Intercity Motor Coach Routes 2018
Greyhound
Megabus
Ontario Northland
Go Transit Bus - not all routes shown
Passenger
Railways
Canadian National
Canadian Pacific
GO Transit – Metrolinx
VIA Rail
Improvement Areas
0 5 10 20 30 40
Kilometers
N
OxfordCounty
growing stronger...together

OxfordCounty
Growing stronger together

Connecting Southwestern Ontario

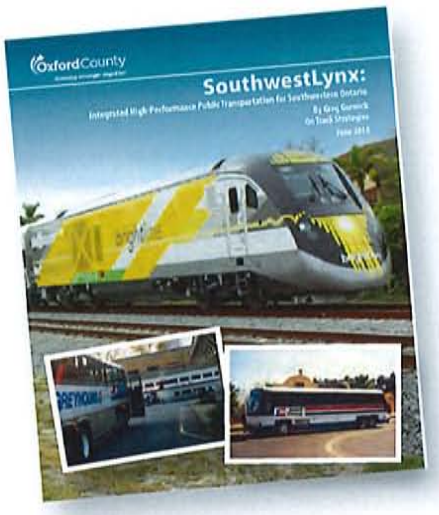
Taking the Southwestern regional transportation discussion further

August 2018

Connecting Southwestern Ontario
Taking the Southwestern regional transportation discussion further

Recognizing the critical role mobility plays in achieving Oxford's vision of economic, community and environmental sustainability, Oxford County commissioned Greg Gormick, On Track Strategies, to develop a four-part Southwestern Ontario transportation compendium. As a body of work, the compendium outlines the key issues facing public and freight transportation, freight mobility and efficiency across Southwestern Ontario, and poses actions that would set the stage for positive transformation.

oxfordcounty.ca



SouthwestLynx:

Integrated High-Performance Public Transportation for Southwestern Ontario

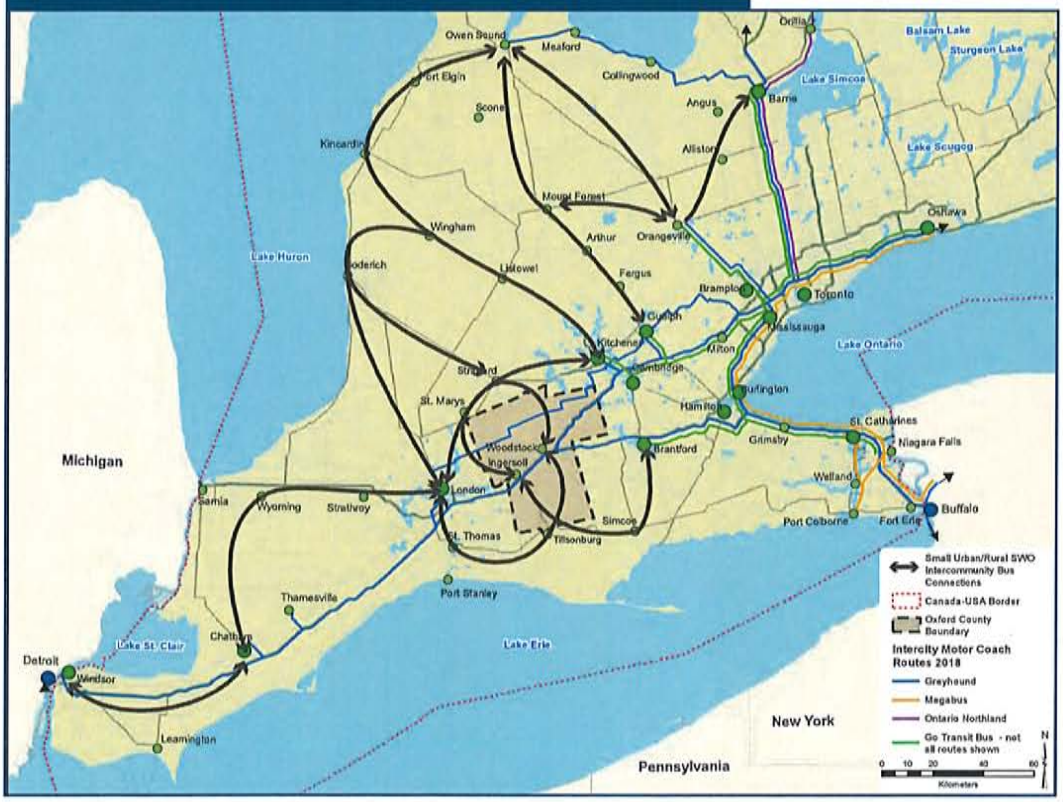
As the fourth and final of Greg Gormick's commissioned reports, "SouthwestLynx: An Integrated High-Performance Public Transportation for Southwestern Ontario" is the anchor report underlying the rationale for Oxford County's commission of the entire compendium.

Released in June 2018, the SouthwestLynx report presents the unquestionable viability of High Performance Rail (HPR) complemented by a fully integrated intercommunity transportation system as a logical, practical, affordable and deliverable public transportation solution for Southwestern Ontario.

Intercommunity Transportation

Community connectivity and mobility is critical to the vitality of small urban/rural Southwestern Ontario. SouthwestLynx recognizes the dramatic reduction to intercommunity busing that has occurred since 2009 and proposes to re-establish intercommunity connections across Southwestern Ontario.

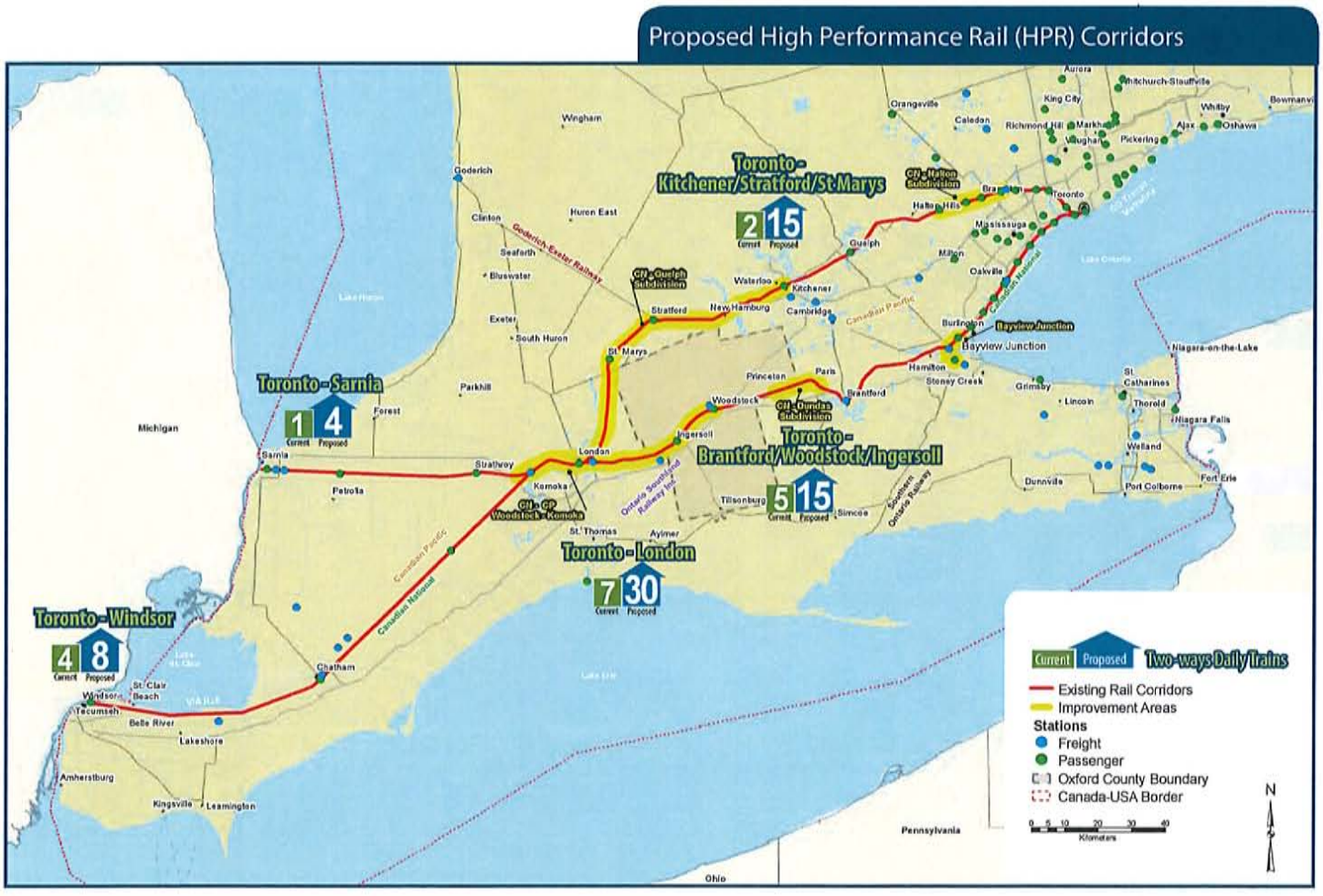
Proposed Intercommunity Busing System



In partnership with municipalities, the Province of Ontario and the motor coach industry, an integrated intercommunity transportation system can provide key transportation links between communities and to the existing passenger rail corridors for residents across Southwestern Ontario. This connects the residents of small urban/rural Southwestern Ontario to the large urban centres, to each other, to work, to healthcare services and to shopping, recreation and entertainment activities.

Passenger Rail

SouthwestLynx proposes a High Performance Rail (HPR) solution that can be accommodated within the existing rail corridors serving Southwestern Ontario.



SouthwestLynx identifies five key constraint areas within the existing North Mainline (Toronto - Brampton - Guelph - Kitchener - Stratford - St. Marys - London) and South Mainline (Toronto - Hamilton - Brantford - Woodstock - Ingersoll - London) rail corridors. SouthwestLynx then identifies specific improvement opportunities for the **CN-Halton Subdivision** and **CN-Guelph Subdivision** along the North Mainline and **Bayview Junction**, the **CN-Dundas Subdivision** on the South Mainline, as well as a **CN-CP Woodstock-Komoka line consolidation** to dramatically improve freight and passenger rail travel in/out and through London.

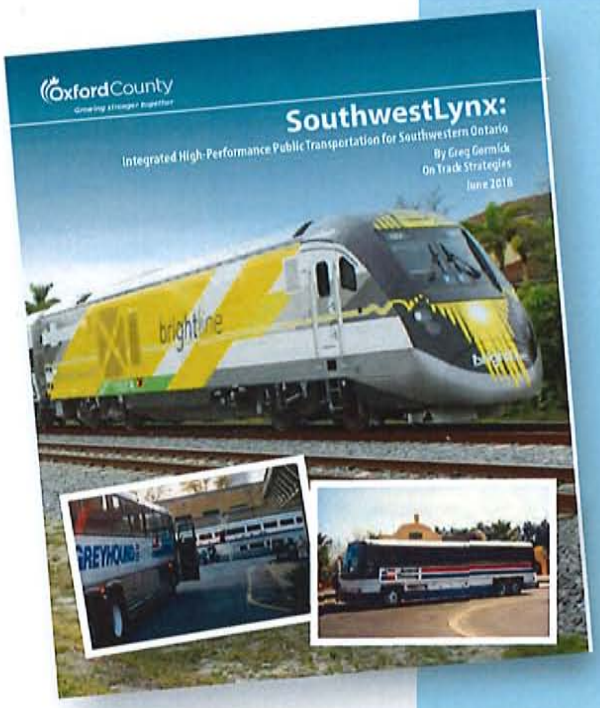
The SouthwestLynx Plan
Owen Sound
Meaford
Collingv
Port Elgin
Scone
Kincardine
Mount Forest
Wingham
Arthur
Lake Huron
Goderich
Listowel
Ferg
Toronto - Kitchener/Stratford/St Marys
2 Current
15 Proposed
Kitchene
Stratford
St. Marys
Toronto - Sarnia
1 Current
4 Proposed
Michigan
Woodstock
Ingersoll
Toronto
London
Sarnia
Wyoming
Strathroy
Simcoe
St. Thomas
Tillsonburg
Toronto - Windsor
Port Stanley
Thamesville
4 Current
8 Proposed
Lake St. Clair
Chatham
Toronto - London
Lake Erie
Detroit
Windsor
7 Current
30 Proposed
Leamington

Orillia
Balsam Lake
Sturgeon Lake
Lake Simcoe
Barrie
Angus
Alliston
Lake Scugog
Oshawa
Brampton
Toronto
Mississauga
Milton
Lake Ontario
Burlington
Hamilton
St. Catharines
Grimsby
Niagara Falls
Welland
Buffalo
Port Colborne
Fort Erie
5 15
Current Proposed
New York
Current Proposed Two-ways Daily Trains
Existing Rail Corridors
Small Urban/Rural SWO Inter-Community Bus Connections
Canada-USA Border
Oxford County Boundary
N
0 10 20 40 60
Kilometers

An Integrated Solution for Southwestern Ontario

SouthwestLynx proposes a fully integrated public transportation solution that will serve the people and businesses of Southwestern Ontario. As well, because both existing rail corridors are utilized, the SouthwestLynx proposal enhances the passenger rail opportunities to more than 1 million more people in Hamilton, Brantford and Niagara Region.

All of the SouthwestLynx passenger rail improvements have the added benefit of providing much needed freight rail enhancements and capacity improvements that will serve Southwestern Ontario.



Key elements of the SouthwestLynx Plan

- Practical, affordable and implementable alternative to High Speed Rail
- Optimizes existing north and south rail corridors, **proposing solutions** to key capacity constraint areas including:
  - **CN-Halton Subdivision**
  - **CN-Guelph Subdivision**
  - **Bayview Junction**
  - **CN-Dundas Subdivision**
  - **CN-CP Woodstock-Komoka**
- Major passenger rail service improvements

  Toronto to London:
  increase from 7 return trips daily to **30 return trips daily**

  Toronto to Windsor:
  increase from 4 return trips daily to **8 return trips daily**

  Toronto to Sarnia:
  increase from 1 return trip daily to **4 return trips daily**
- Enhances existing rail service to:

  Toronto to Brantford/Woodstock/Ingersoll:
  increase from 5 return trips daily **to 15 return trips daily**

  Toronto to Kitchener/Stratford/St. Marys:
  increase from 2 return trips daily **to 15 return trips daily**
- **Southwestern Ontario-centric** proposal that maintains passenger rail connections to Woodstock, Ingersoll, Stratford and St. Marys
- Fully integrated intercommunity transportation network connecting people across Southwestern Ontario
- Leverages GTHA planned rail improvements to **enhance passenger rail opportunities to** over 1 million people in **Hamilton, Brantford and Niagara**
- Enhances freight rails capacity and negates costly options that delay other planned works

Building a Transportation Strategy for Southwestern Ontario

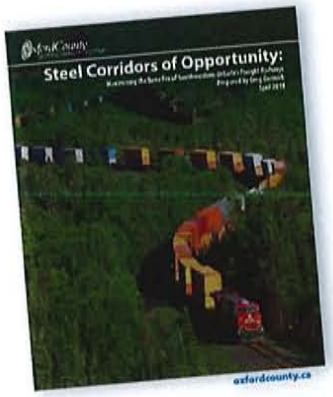
Additional Reports Supporting SouthwestLynx Proposal

New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities

Released in June 2016, with an update in August 2017, "New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities" was timed to inform public policy and funding decisions on the future of our national and provincial transportation systems. The New Directions report proposes the design of a fully integrated public transportation system that contributes to Southwestern Ontario's competitiveness and long-term sustainability.

Empowering Ontario's Short Line Railways

Released in February 2017, "Empowering Ontario's Short Line Railways" tells the story of short line railways in Ontario: understanding their value and understanding their challenges. Short line railways evolved as Class 1 railways exited the business of short rail operations. The report says that now is time for meaningful dialogue on the future of short line rail.



Steel Corridors of Opportunity

"Steel Corridors of Opportunity: Maximizing the Benefits of Southwestern Ontario's freight railways" was released in June 2018. The report focuses on Southwestern Ontario's freight railway system, which is a vital component of our economic, community and environmental prosperity.

Oxford County's advocacy role

Oxford County Council continues to demonstrate municipal leadership through the adoption of, and ongoing financial support to advance, the Future Oxford Community Sustainability Plan and its related commitments to achieving 100% Renewable Energy by 2050, Zero Waste and Zero Poverty. Through these commitments and ongoing support, Council has also recognized the need to influence public policy well beyond its borders, including advocacy for Southwestern Ontario.

Oxford County's transportation reports are available for download at www.oxfordcounty.ca

Acknowledgments

Oxford County acknowledges and thanks Rhonda Franks of Baseline Creative for design of the four Oxford County regional transportation reports.

Acknowledgment and thanks are also extended to Walter Pfefferle of Railpast for his generous donation of photography across all four reports.

OxfordCounty
Growing stronger together

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87 John Street South
Aylmer ON N5H 2C3
Phone: 519-773-5344
Fax: 519-773-5334
www.malahide.ca

the TOWNSHIP of MALAHIDE
A proud tradition, a bright future.

August 13, 2018

County of Elgin
450 Sunset Drive
St. Thomas, ON
N5R 5V1

Attention: C.A.O. Julie Gonyou

RE: Traffic on Imperial Road, North of Aylmer

At its regular meeting held on August 2, 2018, the Malahide Township Council received traffic concerns relating to several 'near miss' incidents on Imperial Road, north of Aylmer, near Moore's Flower & Garden Centre and Clovermead Adventure Farm.

The Council respectfully requests that the County consider implementing remedies to address the heavy traffic especially as it relates to vehicles turning into the two businesses noted above. Consideration to speed reduction, turning lanes, and better signage would be appreciated.

Please do not hesitate to contact this office if you require any further information or documentation.

Yours very truly,
TOWNSHIP OF MALAHIDE

M Casavecchia-Somers

M. CASAVECCHIA-SOMERS, D.P.A., C.M.O., CMM III
Chief Administrative Officer/Clerk

c. Michael Plant, County Engineer

August 15, 2018

Township of Malahide
87 John Street South
Aylmer, ON N5H 2C3

Attention: Michelle Casavecchia-Somers, Chief Administrative Officer/Clerk

Dear Ms. Casavecchia-Somers;

RE: Traffic on Imperial Road, North of Aylmer

I am writing to confirm receipt of the correspondence received on August 13th, 2018 detailing Malahide Township Council's concerns in regard to speed reduction, turning lanes, and signage on Imperial Road north of Aylmer.

A review of this matter is being undertaken by the County's Engineering Services Department. Malahide Township's correspondence will be included in County Council's agenda on September 11th, 2018 along with a report from Engineering Services.

Thank you for bringing this concern to our attention.

Yours very truly,

Julie Gonyou

Julie Gonyou
Chief Administrative Officer

cc Michael Plant, Director of Engineering Services

County of Elgin
Administrative Services
450 Sunset Drive
St. Thomas, ON N5R 5V1
Phone: 519-631-1460
www.elgincounty.ca

CORRESPONDENCE – September 11, 2018

Items for Information (Consent Agenda) – (Attached)

1. Fran Bell, Chair, Tillsonburg & District MSC (Multi-Service Centre) and Val Foerster, Chair, Stonebridge Community Services announcing appointment of Kathryn Leatherland as Executive Director and Chief Executive Officer of the MSC and Stonebridge organizations.

2. Fanshawe Foundation Summer 2018 Newsletter and 2017/18 Annual Report.

3. Elgin Residential Hospice Status Report from the Elgin Residential Hospice Planning Committee June 2018.

MSC

MULTI-SERVICE CENTRE

200 Broadway, Suite 206
Tillsonburg, ON N4G 5A7
(p) 519.842.9000 (f) 519.842.2202
www.multiservicecentre.com

August 27th, 2018

Dear Partners and Funders,

Fran Bell, MSC Board Chair, and Val Foerster, Chair of Stonebridge Community Services, along with the Board of Directors are pleased to announce that Kathryn Leatherland has been appointed as Executive Director and Chief Executive Officer of the MSC and Stonebridge organizations on a permanent basis effective September 1st, 2018.

Kathryn has been serving as Interim Executive Director since April, 2018. She brings a wealth of experience in community healthcare having served in a leadership role in the Hamilton Niagara Haldimand Brant CCAC and LHIN for over twenty years.

We appreciate your ongoing support as we continue to work together to deliver high quality services to our clients in Tillsonburg and the surrounding area.

Fran Bell
Chair, Tillsonburg & District MSC

Val Foerster
Chair, Stonebridge Community Services

FANSHAWE FOUNDATION

FANSHAWE TIES

SUMMER 2018

SHARING PARTNERSHIP AND CAMPUS NEWS WITH FANSHAWE COLLEGE DONORS

A Remarkable Legacy Thanks to Your Generosity

Catherine Finlayson presenting one of the many awards she handed out during her time as executive director of Fanshawe's Advancement and Alumni department.

In December 2017, the Fanshawe College Foundation lost a leader and unwavering champion with the passing of Catherine Finlayson, executive director of Advancement and Alumni.

Catherine's great love of the outdoors led her to request that donations in her memory be directed to help support the Adventure Expeditions and Interpretive Leadership program at the College's Simcoe/Norfolk regional campus.

Thanks to your remarkable generosity, the Foundation received $30,000 to establish an endowed fund in Catherine's memory! We think Catherine would be thrilled to know that she had a hand in establishing yet another award that helps open doors to a post-secondary education.

Catherine's Impact

A founding member of the Foundation in 2008, Catherine was a dedicated philanthropist, an extraordinary fundraiser and a gifted professional who was driven to making a difference in her community.

Catherine's impact on the College and her multitude of volunteer roles throughout the community reflected her commitment to improving the lives of others.

As chair of the Advancement Committee for Colleges Ontario and director on the board of the Canadian Council for the Advancement of Education, Catherine was instrumental in raising the profile of college fundraising efforts and the critical role these efforts play in advancing post-secondary education.

> *"Her passion and advocacy on behalf of Fanshawe College served as a strong role model for many."*

Recognized by both college and university peers, Catherine was acknowledged throughout the province for her extensive background in non-profit organizations, volunteer management and fundraising strategy. Throughout her extensive network, Catherine was a vocal advocate about the important role Fanshawe has in community development.

"Her passion and advocacy on behalf of Fanshawe College served as a strong role model for many," says Tim Wharton, who sits on the Board of Directors for both the College's Foundation and Alumni Association (chair). "Her distinguished achievements are reflected in the thousands of students who benefited from the scholarships and bursaries created under her leadership."

Continues on next page

Continues from page 1

The crowning achievement of Catherine's distinguished career was the $110-million *Remarkable! Campaign for Fanshawe College*, which effectively set a new standard for College campaigns in the province.

About the program

The Adventure Expeditions and Interpretive Leadership program is a unique opportunity offered at the Simcoe Campus and prepares students for the dynamic and complex eco-tourism industry. Students study marketing, business strategies, along with ecological and science-based courses in flora and fauna, geology, adventure guiding, environmental interpretation and education, management of national and heritage of natural areas, and wilderness first aid. Students graduate with a holistic view of the natural world, with knowledge of the conservation, tourism, and business sides of the eco-tourism industry. When finished the program, the students have the skills to develop and manage resorts, trails, and interpretive projects.

If you too would like to make a contribution to this award in Catherine's memory, please visit www.fanshawec.ca/catherine-finlayson-donation or call us at 519-452-4112.

Accreditation from Imagine Canada means you can continue to give with confidence

The Fanshawe College Foundation is proud to announce it has become the first post-secondary foundation in Ontario to earn accreditation under Imagine Canada's prestigious national Standards Program. With this achievement, the Foundation joins a community of more than 230 organizations dedicated to operational excellence, including accountability and transparency.

The Standards Program awards accreditation to charities and nonprofits that demonstrate compliance in five fundamental areas: board governance; financial accountability and transparency; fundraising; staff management; and volunteer involvement. The goals of the program are to increase organizational transparency in these areas and to strengthen public confidence in individual organizations and the sector as a whole.

The Foundation's policies and procedures in the five areas of compliance were evaluated by a group of volunteers from the sector and found to be compliant with the Standards Program. Compliance during the accreditation period is monitored through an annual process that requires organizations to submit evidence demonstrating selected standards are being met. Accredited organizations are required to complete full reaccreditation every five years.

"It's no small feat for an organization to earn Standards Program accreditation. It's a rigorous, peer-reviewed process that is meant to build Canadians' trust and confidence in the charitable sector," says Bruce MacDonald, president and CEO of Imagine Canada, which serves as the umbrella for Canada's charitable sector. "The organizations accredited to date reflect a broad spectrum in size, scope and geography. Each one takes governance, accountability, and transparency very seriously. We're proud to have them on board."

"The integrity and importance of the work that the Fanshawe College Foundation has so admirably carried out for the past decade is further attested to in this accreditation," says Wendy Curtis, acting executive director, Alumni and Advancement. "Our community and corporate donors and volunteers can be confident that the trust they place in us is well deserved. We are proud to be part of Imagine Canada."

The Standards Program Trustmark is a mark of Imagine Canada used under licence by the Fanshawe College Foundation.

The ripple effect of one caring teacher, 37 years later

"You were bound to be successful, Barbara," Mary Ann Geoghegan quipped after meeting her former student, Barbara Bidner, after more than 37 years in Woodstock, Ontario on March 15, 2018.

Mary Ann, a former Fanshawe faculty member, taught in the Legal Secretarial program from the 1970s to her retirement in 1984.

Barbara was one of Mary Ann's students in the early 1980's and never forgot the feisty, feminist professor who told her that she could be anything she wanted, and encouraged her to attend law school.

Barbara loved learning about law at the time, and remembers thinking that "I'm not just going to type it, I want to draft it." Mary Ann was the perfect person to encourage her dreams, telling her there were no limits and to keep going. Of course, this was a time when there were very few women becoming lawyers. Women were often told they had to choose between their career or being a mother. Barbara went against the grain, graduating from Fanshawe in 1980 from the Legal Secretarial program and moving on to Western University where she earned her undergraduate degree and her law degree at the University of Windsor. She was called to the Bar in 1989 and practiced law for 28 years.

Why is Barbara back at Fanshawe teaching the next generation of law clerks? She will tell you it is because of Mary Ann. The caring attitude that Mary Ann showed Barbara all those years ago has left an undeniable imprint on her life and teaching philosophy. When Barbara is in the classroom or helping a student, she often thinks to herself, "What would Mary Ann do?"

Mary Ann Geoghegan and Barbara Bidner reunited after more than 37 years. The caring attitude Mary Ann showed Barbara in the classroom has left an undeniable imprint on Barbara's life and teaching philosophy.

It is this philosophy that has also inspired Barbara, coordinator of Fanshawe's Law Clerk program, to create a new Award in honour of her former teacher. The Mary Ann Geoghegan Law Clerk Award will be given out for the first time this fall to a second year law clerk student who demonstrates a caring attitude and dedication to the Law Clerk profession. It is a fitting tribute to the teacher who took the time to encourage students to be the best they could be and to tell them how wonderful they are. Barbara says, "It is the little things that you do, to show you care, that could make a big impact in a student's life. You may never know what impact you have had, but that is why I teach. Mary Ann taught me that."

What is Mary Ann's message to students today? "Dream big. Your aspirations are really important. You are the only impediment to what you want to do." Mary Ann's own dreams included earning two Masters' degrees, one in economics and one in education. She certainly continues to be an inspiration to all of us.

Have you thought about honouring someone with an award in their name? Contact the Fanshawe Foundation at 519-452-4112 or advancementoffice@fanshawec.ca to start a conversation.

> *"(The Mary Ann Geoghegan Law Clerk Award) is a fitting tribute to the teacher who took the time to encourage students to be the best they could be and to tell them how wonderful they are."*

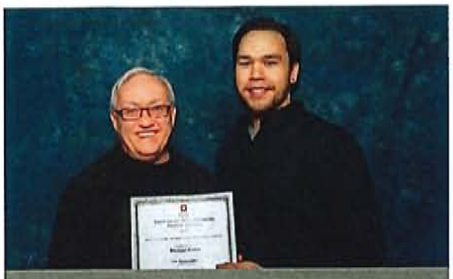
A picture of giving: For the love of cinema, a legacy is created

Upon graduating from Fanshawe College in 1972, Joseph Dunlop-Addley (Fine Art – Cinematography Major) was awarded a summer travel scholarship for independent studies to England and France from the Fanshawe Film Society. This experience impacted Joseph significantly and left him determined to help provide support to future Fanshawe students.

With an affinity for Fanshawe and a passion for education, Joseph's career path led him to work at the College for 38 years as a professor and program coordinator of the Advanced Filmmaking program. It was his dedication for teaching that ultimately inspired him to establish an annual award of excellence to recognize an outstanding student in the Advanced Filmmaking program pursuing filmmaking and film studies.

Since retiring from Fanshawe, Joseph has kept his connection to the College as strong as ever. Joseph is a former board member of the Fanshawe College Alumni Association as well as a donor to the College's film collection. Honoured as Fanshawe's first Professor Emeritus for his role in establishing the film studies program and recognized with a Distinguished Alumni Award in 2001, Joseph is actively involved in the 'Fanshawe Family.' According to Joseph, "Fanshawe has always been my home away from home."

To ensure his award will live on well into the future, Joseph has made a planned gift in his will to the Fanshawe College Foundation.



Joseph Dunlop-Addley presents his award to Filmaking student, Michael Down.

Setting up this bequest instills a sense of pride knowing future students will benefit from his generosity.

Joseph hopes that his gift will motivate others to leave a legacy and celebrate excellence in education. The College is fortunate to have someone as enthusiastic as Joseph to help transform the student experience.

FANSHAWE FOUNDATION

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FANSHAWE
FOUNDATION

Annual Report
2017/18

Celebrating Our 10th Anniversary

A message from Nancy Maltby-Webster, Board Chair

This year marks the 10th anniversary of the Fanshawe College Foundation. Established in 2008, the Foundation continues to be recognized as a leader in building philanthropic relationships within the College and the community-at-large.

In 2017, less than a decade after the Foundation's launch, Fanshawe celebrated a pivotal milestone by surpassing the Remarkable Campaign's $100 million goal. This success was made possible through the prevailing generosity and loyalty of individual and corporate donors whose confidence in Fanshawe has enabled us to sustain a meaningful future for our students.

Signaling the College's maturity as a post-secondary institution, Siemens Canada announced two software educational grants that are the envy of colleges and universities across Canada. This foremost investment prepares our students in the School of Applied Science and Technology and the School of Public Safety to be sought after by employers who expect their new hires to be job-ready. This Report to the Community 2018 also provides details of a recent and very generous $250,000 contribution from the Hazel Cryderman-Wees Foundation in support of our most creative students in the Faculty of Arts, Media and Design.

This culture of philanthropy at Fanshawe was nurtured so effectively by the late Catherine Finlayson, executive director of the Foundation from 2008 to 2017. Catherine had the gift of shining a light on the importance of post-secondary education and shared that with everyone she encountered. Catherine believed that inherent in each of us is the capacity to help Fanshawe flourish by being donors and ambassadors. Thank you for the vital role you continue to exert as you make Catherine's vision a reality.

I am deeply gratified to have had the opportunity to serve as chair of the Fanshawe College Foundation. As I turn those responsibilities over to Phil Surtees, the Foundation's incoming chair, I am thrilled to know that Phil's expertise and energy will make a significant contribution to strengthen Fanshawe by attracting donor and partner investments in support of student success.

Thank you for your generosity

A message from Peter Devlin, President, Fanshawe College

What a momentous time for Fanshawe! As the College continues to expand with new facilities and programs, we remain committed to providing high quality, relevant education and training to our students with a promise to educate, engage, empower and excite in everything we do.

Your gifts of time and resources help us deliver on this promise. With your support, we are able to offer a wide range of bursaries and scholarships, helping to reduce the financial burden of post-secondary education and allowing our students to concentrate on their studies.

We look forward to the fall when phase II of our downtown campus opens, bringing an additional 1,600 students to London's core. This move will foster a strong culture of collaboration between Fanshawe and the downtown community, essential for the relevant, hands-on education we provide. This stunning facility would not be possible without the support of our partners, the City of London, MainStreet London, London Downtown Business Association and the many other private donors.

As we celebrate the 10th anniversary of the Fanshawe Foundation, I would like to acknowledge the late Catherine Finlayson for her vision and steadfast support of our students. Catherine was instrumental in helping us surpass the $100 million Remarkable! Campaign goal.

We rely on the volunteers who serve on the boards of our Foundation, Board of Governors and Alumni Association. Your guidance, leadership and commitment to Fanshawe make a significant impact on current and future students. We couldn't do it without you!

We look to the future with confidence, knowing the generosity of so many will continue to provide pathways to success for our students as they go out into the world as proud alumni. Thank you for your commitment to Fanshawe.

Downtown Campus

In September 2018, Fanshawe will complete Phase II of the College's downtown campus plan.

The stunning new six-storey building at 130 Dundas Street was made possible thanks to support from the City of London ($19 million grant), MainStreet London and the London Downtown Business Association ($1 million grant) and many other private donations. Between 130 Dundas Street and the Centre for Digital and Performance Arts located across the street, Fanshawe's downtown campus will bring a total of more than 2,000 full-time students to the downtown core.

Downtown Phase II will feature modern labs and bright, open classrooms, student lounges and study areas. It will also be sustainable and have environmentally friendly features, including reflective and green roofs and a two-storey living wall. The new restaurant, recently named The Chef's Table at Fanshawe College, will serve locally sourced food with a sustainable focus and international flavours. It will also have a sidewalk café and deli.

The new campus will foster a strong collaboration with the flourishing downtown IT and tourism and hospitality community – connections vital for the relevant, hands-on education Fanshawe provides.

Fanshawe is grateful for the support of its partners – the City of London, MainStreet London and the London Downtown Business Association. Together we are bringing new life to downtown London!

Student Wellness Centre

Fanshawe students are among the most generous in Canada and demonstrated this in 2015 with a $27 million pledge to Fanshawe's Remarkable Campaign. As a unique and innovative campus resource, the three-floor Student Wellness Centre would reshape and expand Fanshawe's previous health and fitness facilities.

At the official opening in September 2017, Fanshawe welcomed Olympic rowing medallist Silken Laumann who shared her inspirational story of triumph over adversity. During her presentation, Ms. Laumann applauded Fanshawe's proactive new wellness programming for the thousands of students who will benefit from the Centre, saying, "We all experience fear and doubt, yet with support, courage, perseverance and a sense of humour – the human spirit prevails, and this Centre will serve students well."

The Centre incorporates all campus athletics programming, while adding significant space for a spectrum of health services. In addition to flexible fitness areas for strength training, cardio, group exercise rooms and a climbing wall, the building houses quiet rooms, massage therapy, yoga, meditation and other wellness services to help students deal with stress.

Fanshawe Fitness and Wellness Program Director Jodi Anderson-Carson says, "As a wellness hub, ours is a safe, welcoming environment for someone to take a break, reduce stress, get mentally prepared, find friends and make positive lifestyle changes. Beyond a fabulous physical fitness space, our expanded programming meets much broader human needs."

This facility, made possible through a partnership between the College and the Fanshawe Student Union, is poised to meet the diverse wellness needs of Fanshawe students in many ways and for many years.

Fanshawe celebrates dynamic new arts award

Together with board members from the Hazel Cryderman-Wees Foundation, Fanshawe celebrated the creation of a prestigious new endowed award for the arts during a celebration at the Fanshawe Fine Art 2018 Graduation Exhibition.

The Mackie Cryderman Award for Excellence in the Arts, made possible by a $250,000 contribution from the Foundation, will be offered annually to recognize four students within the Faculty of Arts, Media and Design who demonstrate creative excellence or potential in the creative, performing and applied arts.

Established by Hazel Cryderman-Wees to honour her brother Clifford and his talented wife and art educator, Mackie Cryderman, the Foundation's new award is a powerful expression of the vital role art education fosters in creative expression, critical thinking and problem solving. Mackie's leadership was profoundly apparent in 1927 when she set up the renowned visual arts program at the H.B. Beal Technical School, attracting world class teachers and artists. Mackie worked with Fanshawe College in this same visionary approach, which culminated in the recruitment of Eric Atkinson from England to head the Fanshawe arts department in 1969. Today some of Mackie Cryderman's work can be enjoyed throughout the College where her considerable and varied talents are proudly displayed.

"The Hazel Cryderman-Wees Foundation has been a contributor to art education in London for over two decades, ensuring that Mackie's legacy lives on by providing funds for men and women pursuing post-secondary education in the arts" said Kelly Butt, Chair. "Because the development of the Fanshawe arts program was one of Mackie's passions, we are proud to support the programs with the establishment of the Mackie Cryderman Award for Excellence in the Arts."

In recognition of the gift from the Hazel Cryderman-Wees Foundation, the College named one of its fine art studios, the Mackie Cryderman Fine Art Studio.

(l-r) Cora Cluett, Gary Spearin, Dana Mero, James Patten and Robin Honey celebrating the establishment of the Mackie Cryderman Award for Excellence in the Arts

Fanshawe partners with STEM Camp

Fanshawe has launched a new regional student awards program in partnership with STEM Camp, a non-profit organization based in Embro, Ontario. With a mission to inspire Canadian youth to pursue education in the areas of science, technology, engineering and math (STEM), STEM Camp is supporting five student awards known as the "Women in STEM Achievement Awards". The new awards will recognize outstanding women enrolled in STEM programs offered by Fanshawe across the region.

Kevin Cougler, CEO and Co-Founder of STEM Camp believes it is important to get children excited and interested at an early age to pursue an education in STEM fields. With engaging programming and activities that promote fun and discovery, STEM Camp sites have grown exponentially across Ontario. STEM Camp does not subscribe to the theory that there are gender-specific activities based on the natural interest and natural abilities of boys and girls. Instead, their success demonstrates that many girls enjoy perceived "boy" activities and vice versa.

Founded as a pilot project with two camps in 2013, there are now 46 STEM Camp locations serving 8,402 children at their local community colleges. Fanshawe alone hosts several camps at campuses in the region. The organization hires more than 300 college and university students to deliver the programming each year, with a growing number recruited from Fanshawe. Most of the STEM Camp staff are female and a record was set in 2017 when 2,142 girls enrolled in STEM Camp across Ontario.

"Fanshawe's Regional Campuses in Woodstock and St. Thomas have hosted summer STEM Camps for the past five years and we are pleased that the STEM Camp organization is sponsoring a "Women in STEM" student award at these campuses beginning this year," says Susan Cluett, Dean, Faculty of Regional and Continuing Education. "This award allows Fanshawe to focus on, recognize and celebrate the growing number of women who are choosing careers with the STEM sector."

With STEM part of everyday life and shaping the future, education and training in this area is becoming increasingly important for employers and educators. Combating the notion that science, technology, engineering, and math are "boy" subjects requires an approach that provides more awareness and encouragement to girls. In making this generous investment in the new "Women in STEM Achievement Awards", STEM Camp has committed to do just that.

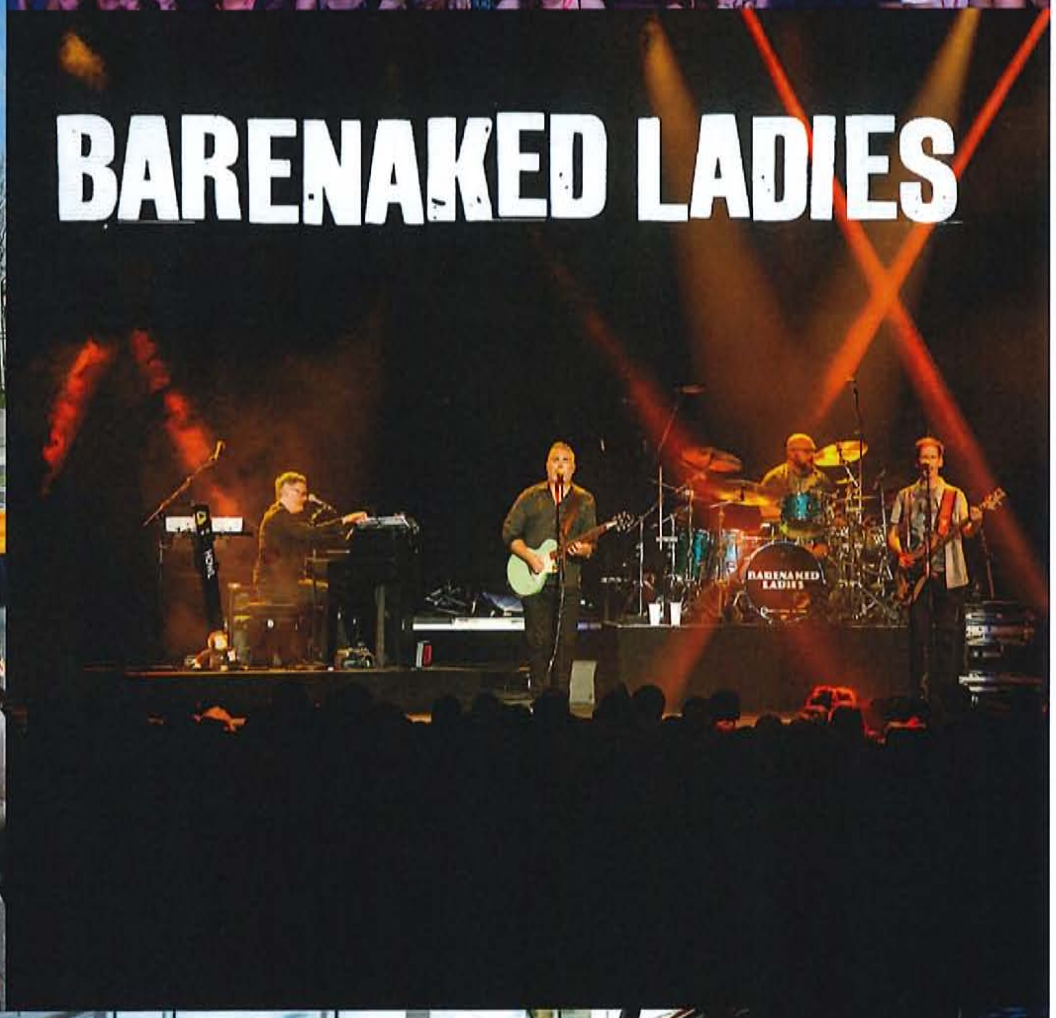
STEM Camp CEO Kevin Cougler presents the first Women in STEM achievement award to Toni Jones, Fanshawe faculty member on behalf of recipient Meghan Rife at the Huron Bruce Graduation and Awards ceremony, October 16, 2017.

Fanshawe turned 50 in 2017!

Fanshawe's 50th anniversary celebrations culminated on Saturday, September 9 with Fanshawe LIVE. Approximately 7,000 students, staff, alumni and community supporters attended. The concert took place at Budweiser Gardens and featured well-known Canadian bands, including the Barenaked Ladies.

FANSHAWE
50
YEARS
FANSHAWE

FANSHAWE LIVE


BARENAKED LADIES

50
FANSHAWE
EST. 1967

A Tribute to Lawrence W. Kinlin

(d. June 2017)

Larry Kinlin's potential support for Fanshawe College was recognized more than a decade ago when he spoke at a fundraising conference on the topic of philanthropy. While listening to his passionate presentation, Catherine Finlayson knew intuitively that Larry's leadership capabilities and his exceptional fundraising track record would be a positive force at the College. Fortunately for Fanshawe, Catherine persuaded Larry to share the fundraising expertise he had honed as a volunteer for other fine organizations, equipping him to be a preeminent Fanshawe ambassador and promoter of the College's ongoing success.

Having achieved significant fundraising results on the campaign cabinet for Fanshawe's 2005 capital campaign, Larry subsequently joined the Fanshawe College Foundation Board, serving as Vice-Chair in 2008 and Chair in 2009. Since 2011, he served admirably as Campaign Chair of the highly successful 'Remarkable! Campaign' that raised more than $110 million. Leading by example, Larry's dedication, passionate vision and personal generosity continually inspired and motivated the College community and indeed our community-at-large. A firm believer that "Investing in Fanshawe College and its students is an investment in the future of our community", the personal pledge of $1 million from Larry and his family was a cornerstone for creating a new culture of philanthropy at Fanshawe. The naming and the subsequent growth of the Lawrence Kinlin School of Business are a fitting tribute to Larry's long-term impact of building a successful business while giving generously to the community. As a grandfather, Larry took great pride in sharing the achievements of his grandchildren enrolled in Fanshawe programs, often reflecting that their educational success was Fanshawe's success.

In 2017, the Alumni Association honoured Larry's pivotal contribution to the College by presenting him with the Honorary Alumni award for exemplifying "the finest qualities of a philanthropist.... generous and thoughtful in sharing his time, talent and treasure."

Thanks to our remarkable donors!

We wish to recognize the following donors

Reflects all cumulative gifts over $100 made between April 1, 2017 and March 31, 2018.

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We also thank those donors who wish to remain anonymous. We endeavour to accurately recognize all our generous donors and apologize for any errors or omissions that may have occurred. For inquiries regarding your donor listing, please contact the Foundation Office.

Thank you again for your support.

We offer sincere thanks to the following:

Board of Directors

Nancy Maltby-Webster, Chair
Philip Surtees, Vice-Chair
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Karen Crich
Peter Devlin
Marvin DeVries
Brad Duncan
Michele Martin
Michael Menear
Joe Morrison
Howard Rundle
Yvette Scrivener
Surinder Suri
Tim Wharton

Financial Highlights

These were just some of the highlights of the Foundation's tenth year. The Foundation will continue to build its endowments to create a stream of revenue to support student awards, bursaries and scholarships as well as other priority needs of the College. We also look to our donor support to assist in funding research, programs and capital projects.

In addition to donors featured in this Report to the Community 2018, we gratefully acknowledge the alumni, friends and partners for their donations received from April 1, 2017 to March 31, 2018. We are proud to thank all our donors and partners for their generous spirit and their contribution to the growth of the Fanshawe College Foundation in the past year.

Statement of Financial Position March 2018
(with comparative figures for 2017)

ASSETS	2018	2017
Current Assets		
Cash and cash equivalents	$1,236,170	$640,564
Guaranteed investment certificates	$2,500,390	$2,000,128
Accounts receivable	$6,661	$4,443
	$3,743,221	$2,645,135
Investments	$23,361,953	$22,655,026
Total	$27,105,174	$25,300,161

LIABILITIES AND NET ASSETS		
Current Liabilities		
Accounts payable and accrued liabilities	$2,023,143	$1,012,641
Deferred Contributions		
Restricted contributions	$2,038,223	$1,924,051
Net Assets		
Endowments	$22,852,601	$22,191,900
Unrestricted	$191,207	$171,569
	$23,043,808	$22,363,469
Total	$27,105,174	$25,300,161

The above is an excerpt of the March 31, 2018 Fanshawe College Foundation financial statements. A full copy of the financial staments are available by request at **fanshawec.ca/foundation/about/financial-highlights.**

Elgin Residential Hospice

Status Report

ELGIN RESIDENTIAL HOSPICE PLANNING COMMITTEE

June 2018

BACKGROUND

The Elgin Residential Hospice Planning Committee has been working collaboratively with St. Joseph's Health Care Society and the SW LHIN to strengthen planning and increase readiness to build a residential Hospice in Elgin County. St. Joseph's Health Care Society owns and operates residential hospices in London and Sarnia Lambton.

A business plan and feasibility study was conducted highlighting the significant care needs within Elgin County. The reports identified the community's interest and capacity to support the $7.1 million fundraising goal to build a residential Hospice.

On March 20, 2018 the South West LHIN Board approved a motion supporting the establishment of an eight bed Residential Hospice for the Elgin sub-region. A subsequent letter and formal request was issued by the SW LHIN to the Ministry of Health and Long-Term Care (Ministry) requesting funding for a residential Hospice in Elgin County.

NO MOHLTC FUNDING

After reaching out to the Ministry to understand the timing around a funding announcement, Elgin was informed that there is *"no new funding for new residential hospice beds at this time"*. As a result, there is no clarity around if and or when funding would be provided for a Hospice in Elgin County.

RISK AND IMPACT TO SLOWING OR STOPPING PLANNING

With no current palliative care beds in Elgin, combined with an aging demographic larger than the provincial average, the urgency and need within the community continues to grow.

Community capacity and readiness has been established, however in the absence of a funding commitment, planning for a residential hospice will slow if not stop, creating significant risk and impact to the project and community.

Through the feasibility study, a number of major donations (totaling over $1 million) have been identified. Additionally, an opportunity to engage support from the City of St. Thomas and County of Elgin may be missed based on timing and their budget cycle. Donors are unwilling to commit to Hospice without a clear commitment (or timeline) that the project is moving forward. Slowing or stopping engagement and planning in this community will be viewed negatively and impact the ability to raise funds and engage donors. Without clarity on if or when the project is moving forward, it is likely that donors will redirect their gifts to other worthy causes.

LOST MOMENTUM

Through the process of developing a business plan and feasibility study, multiple individuals, community leaders, and agencies were engaged to inform the plan and build momentum. The positive results of these studies and the committee work has demonstrated community readiness and a willingness to invest in a Hospice. That being said, cynicism exists in Elgin; in the past other agencies have

been fundraising and championing a Hospice for many years without seeing any results. The community trust (and support) is at risk. Community trust is at the heart of Hospice ensuring that the necessary funds can be raised to both build a hospice but also sustain operations each year.

LEAD AGENCY

St. Joseph's Health Care Society has been identified as the potential lead agency, bringing experience, expertise, and resources to the partnership. St. Joseph's Health Care Society has invested tens of thousands of dollars on Business Plan and Financial Feasibility Consultants and have funded other required prestart-up expenses.

In the absence of a clear path forward or Ministry support, St. Joseph's Health Care Society will need to determine if they will continue to be involved, invest, and provide support.

SUMMARY

The Ministry has stated there is no new funding for new residential hospice beds at this time. As a result, Residential Hospice Planning in Elgin has stalled and is not moving forward at this time. Key stakeholders are skeptical that Elgin will ever be able to realize a vision for a Hospice in their community. This view is creating further risk that the project is losing momentum and losing engagement of key community leaders, donors, partners, and the lead agency.

CLOSED MEETING AGENDA

September 11, 2018

Staff Reports:

1) County Solicitor - *Municipal Act Section 239.2 (e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose; (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board* – Enforcement of Reforestation.

2) County Solicitor - *Municipal Act Section 239.2 (e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose; (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board* – Port Bruce Bridge.

3) Chief Administrative Officer – *Municipal Act Section 239.2 (b) personal matters about an identifiable individual, including municipal or local board employees* – Organizational Update.