



INFRASTRUCTURE & ENVIRONMENTAL SERVICES COMMITTEE AGENDA

**Thursday, January 24, 2019 at 1:00 p.m.
55 Zina Street, Orangeville – Sutton Room (2nd Floor)**

Declarations of Pecuniary Interest by Members

PUBLIC QUESTION PERIOD

Members of the public will be provided an opportunity to ask questions of the Committee during this time (limited to 10 minutes).

REPORTS

1. **INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #1**
2018 Capital Project Update – January 2019

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to provide Committee and Council with an update regarding the 2018 Public Works - Transportation Capital Projects.

Recommendation:

THAT Report, 2018 Capital Project Update – January 2019, from the Director of Public Works/County Engineer, dated January 24, 2019, be received.

2. **INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #2**
FCM Climate Change Staff Grant Update

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to inform Committee and Council of the County's successful application for the Federation of Canadian Municipalities Climate Change Staff Grant. This grant will help fund the new Climate Change Coordinator position within Public Works.

Recommendation:

THAT Report, FCM Climate Change Staff Grant Update, dated January 24, 2019, from the Director of Public Works/County Engineer be received.

3. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #4
Living Snow Fence Program Update

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to provide Committee and Council with an update on the County's ongoing efforts related to the Living Snow Fence Program.

Recommendation:

THAT Report, Living Snow Fence Program Update, dated January 24, 2019, from the Director of Public Works/County Engineer be received.

4. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #4
Minimum Maintenance Standards – Regulation Update

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to provide and update on recent changes to the Minimum Maintenance Standards for Highways, to adopt the updated regulation and associated amendments, and to seek authorization to declare significant weather events as required within the amendment.

Recommendation:

THAT Report, Minimum Maintenance Standard – Regulation Update, dated January 24, 2019, from the Director of Public Works/County Engineer be received;

AND THAT the updated Regulation 239/02 Minimum Maintenance Standards for Highways and associated amendments be adopted;

AND THAT the Director of Public Works/County Engineer or designate be authorized to declare a Significant Weather Event as required through the Regulation.

5. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #5
Waste Services Contracts and Waste Free Ontario Act Update

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to update Committee and Council on upcoming work related to the Waste Services contracts and the potential impacts of the Waste Free Ontario Act.

Recommendation:

THAT Report, Waste Services Contracts and Waste Free Ontario Act Update, from the Director of Public Works/County Engineer, dated January 24, 2019, be received;

AND THAT staff be authorized to proceed with the options to extend the County's curbside collection contract for the two one-year periods.

**6. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #6
Town of Mono Resolution - Dufferin Road 18 (Airport Road)**

Correspondence from the Town of Mono, dated October 4, 2018, regarding a resolution passed by the Town of Mono Council pertaining to signage on Airport Road. Referred from the October 11, 2018 Council meeting.

A report from the Director of Public Works/County Engineer, dated January 24, 2019, to provide information and recommendations pertaining to a Town of Mono resolution regarding Dufferin Road 18 safety concerns. This report speaks to several items previously considered by Committee and Council in 2017.

Recommendation:

THAT report, Town of Mono Resolution - Dufferin Road 18 (Airport Road), from the Director of Public Works/County Engineer, dated January 24, 2019, be received.

BUDGET

**7. INFRASTRUCTURE & ENVIRONMENTAL SERVICES – January 24, 2019 – ITEM #7
Draft 2019 Budget**

Review and discussion of the Draft 2019 Operating and Capital Budget for Roads, Waste Management, Facilities and County Forest.

The 2019 Draft Budget Package is available at the following link:
<https://www.dufferincounty.ca/files/content-pdf/2019-draft-budget-package.pdf>.

Next Meeting

February 28, 2019 at 1:00p.m.
55 Zina St, Orangeville – Sutton Room (2nd Floor)



REPORT TO COMMITTEE

To: Chair Currie and Members of Infrastructure and Environmental Services Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: January 24, 2019

Subject: 2018 Capital Project Update – January 2019

In Support of Strategic Plan Priorities and Objectives:

Service Excellence: 4.1 Close the infrastructure gap.

Purpose

The purpose of this report is to provide Committee and Council with an update regarding the 2018 Public Works - Transportation Capital Projects.

Background & Discussion

As part of the County's 2018 Capital budget, the following roadwork was approved for completion in 2018 (see attached location map).

Item No.	Location	Description	Length (km)	From/To	Status	Const. Start	Anticipated Completion
R1	CR11	Resurfacing & Culverts	4.4	25 SR to 2 nd Line, Amaranth	Ongoing	June	Spring 2019
R2	CR109	Resurfacing & Culverts	3.5	16th Line to CR12, Amaranth / East Garafraxa	Complete	July	Completed Fall 2018
R3	CR17	Resurfacing & Culverts	4.1	CR124 to CR19, Mulmur / Melancthon	Complete	June	Completed Fall 2018
R4	CR9	Resurfacing & Culverts	3.6	Hwy 10 to CR2, Melancthon	Complete	June	Completed Fall 2018
R5	CR23	Resurfacing & Culverts	3.0	CR3 to East Garafraxa - Caledon TL, East Garafraxa	Complete	August	Completed Fall 2018
R6	CR21	Reconstruction	0.7	Between 4 th Line and 5 th Line Melancthon	Complete	August	2018 Work Complete
Total Road Length (km)			19.3				

As part of the County's 2018 Capital budget, the following bridge/large culvert work was approved for completion in 2018 (see attached location map on page 3).

Item No.	Location	Structure	Action	Status	Construction Start	Anticipated Completion
S1	CR109, 0.2 km West of County Road 5	Byers Drain Culvert 004-0167	Replace	Complete	July	Completed Fall 2018
S2	CR109, 0.6 km East of County Road 25	Culvert 4-168 004-0168	Replace	Complete	August	Completed Fall 2018
S3	CR109, 0.2 km West of County Road 24	Grand River Bridge 004-0115	Rehab.	Complete	August	Completed Fall 2018
S4	CR10, 4.4 km West of Dufferin Road 12	Burnside Bridge 004-0067	Rehab.	Complete	August	Completed Fall 2018

As illustrated above, there are items remaining from the Dufferin Road 11 resurfacing project that will be completed in 2019. This is as a result of projects running into a seasonal period where conditions were not dependably conducive to a quality product. This postponement of work ensures that a quality product will be provided once installed in 2019.

As for Bridges/Large Culvert projects, the overall scope of work was completed for both the Byers Drain Culvert and Culvert 4-168 projects. Additional work is planned for completion in 2019 at each of the project sites in order to correct deficiencies related to asphalt work. This carryover work is not uncommon for these types of projects and will ensure good value and performance once complete.

Financial, Staffing, Legal and IT Considerations

Through project bundling, the combined value of all tenders for planned 2018 road and bridge construction work is below the total Capital Budget amount.

Strategic Direction and County of Dufferin Principles

Performing Capital road/bridge rehabilitation directly supports the strategic objective to close the infrastructure gap. The Dufferin County principles are adhered to as follows:

1. We Manage Change – addressing the infrastructure gap while being cognisant of economic conditions;
2. We Deliver Quality Service – administering high quality, cost-effective Capital projects that reflect the needs of the community;
3. We Communicate – by sharing timely and accurate project updates through Council and posting notices for the community;

4. We Make Good Decisions – by performing thorough preliminary investigations that ensure informed and thoughtful project decisions that are reflective of the needs of those affected.

Recommendation

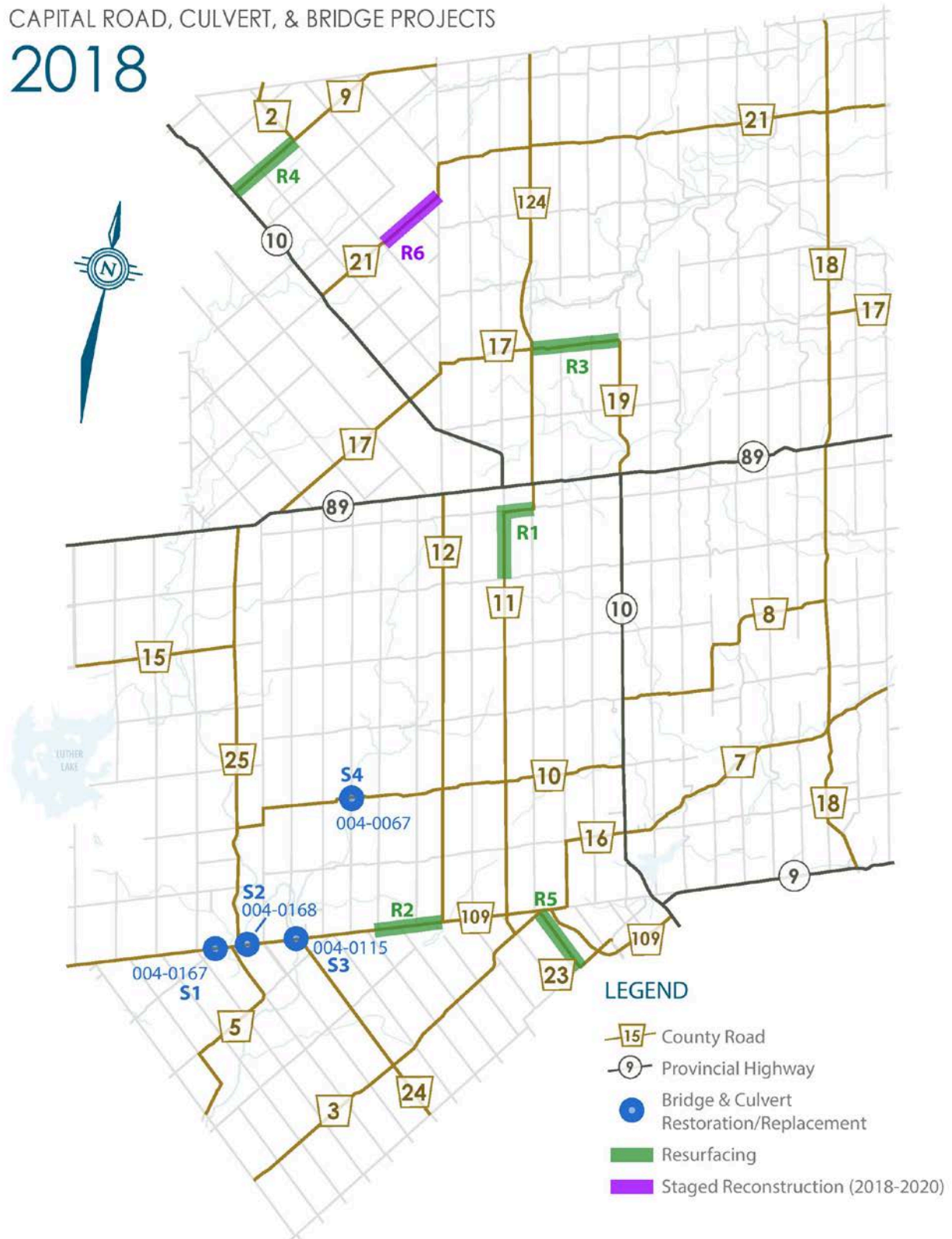
THAT Report, 2018 Capital Project Update – January 2019, from the Director of Public Works/County Engineer, dated January 24, 2019 be received.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer

CAPITAL ROAD, CULVERT, & BRIDGE PROJECTS

2018





(R1) Dufferin County Road 11 – Asphalt Paving



(R1) Dufferin County Road 11 – Shoulder Gravel



(R2) Dufferin County Road 109 – Ditching



(R2) Dufferin County Road 109 – Concrete Box Culvert



(R3) Dufferin County Road 17 – Pulverizing Asphalt



(R3) Dufferin County Road 17 – Culvert Replacement



(R3) Dufferin County Road 17 – Topsoil restoration



(R4) Dufferin County Road 9 – Asphalt Milling



(R5) Dufferin County Road 23 – Culvert Replacement\



(R5) Dufferin County Road 23 – Road Improvements



(R5) Dufferin County Road 23 – Road Improvements



(R5) Dufferin County Road 23 – Asphalt Paving



(R6) Dufferin County Road 21 – Road Subgrade Excavation



(R6) Dufferin County Road 21 – Excavated Subgrade



(R6) Dufferin County Road 21 – Placement of Geotextile and Granular Roadbase



(S1) Culvert 004-0167– Sheet Pile Installation



(S1) Culvert 004-0167– New Concrete Box Culvert



(S2) Culvert 004-0168 – Culvert Removal



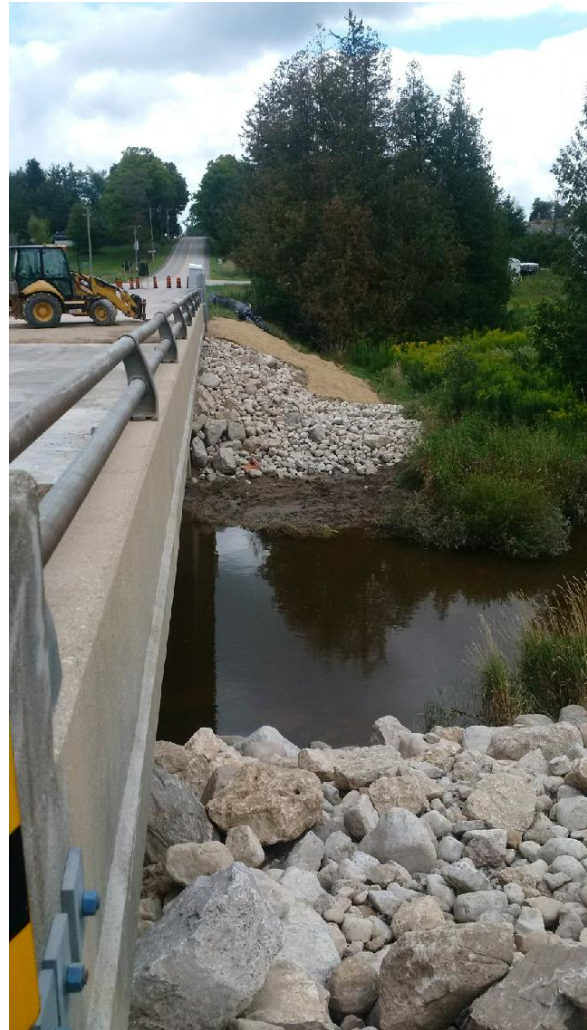
(S2) Culvert 004-0168 – Installation of New Concrete Box Culvert



(S3) Grand River Bridge 004-0115– Concrete repairs



(S3) Grand River Bridge 004-0115– Concrete repairs



(S3) Burnside Bridge 004-0115– Concrete Overlay



REPORT TO COMMITTEE

To: Chair Currie and Members of Infrastructure and Environment Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: January 24, 2019

Subject: FCM Climate Change Staff Grant Update

In Support of Strategic Plan Priorities and Objectives:

Economic Vitality: 1.3 Promote conservation and environmental sustainability

Good Governance: 3.1 Promote rural/urban cohesiveness

Purpose

The purpose of this report is to inform Committee and Council of the County's successful application for the Federation of Canadian Municipalities Climate Change Staff Grant. This grant will help fund the new Climate Change Coordinator position within Public Works.

Background & Discussion

Last year, the Ministry of the Environment and Climate Change released a report stating that 'municipalities are important partners in the fight against climate change and are required to address this issue within their Official Plans'. This means that policy compliant climate change plans are to be incorporate in the next Official Plan update for Dufferin and the eight member municipalities. Further to the Ministry's report, the Federation of Canadian Municipalities (FCM) released a grant application through their Municipalities for Climate Innovation Program to help launch this municipal effort. This \$125,000 grant, distributed over two years, helps to address staffing gaps and aims to produce lasting improvements in municipal operations related to climate change. Following presentation of a staff report to County Council in May 2018, authorization was granted to proceed with submitting an application for the grant.

It was understood from FCM that applications for municipal groups would be evaluated more favourably. Therefore, staff obtained letters of support from seven of the eight member municipalities in a show of collaboration for the submission.

Staff can now report that the application was successful and that the County will receive the staffing grant to officially begin work on the initiative in 2019.

Mitigating and adapting to climate change is a far-reaching and long-term initiative that will require work from the County and the member municipalities to address this issue, both corporately (within the municipality's operations) and within the community. As stated within the Province's updated document *Community Emissions Reduction Planning: A Guide for Municipalities*, 'Energy and emissions planning incorporates many dimensions of municipal planning, and requires the involvement of multiple city government departments, stakeholders and communities...in all phases of planning and implementation' (illustrated on Figure 1 below).



Figure 1

Source: "Community Emissions Reduction Planning: A Guide for Municipalities", April 2018, page 45.

As set out within the County's application to FCM, the deliverables for this grant over the two years of funding will include:

- Creation of a Dufferin Climate Change Round Table, in partnership with Dufferin County's member Municipalities;
- Development of a corporate Greenhouse Gas (GHG) Inventory for each municipality;
- Setting corporate (municipal) GHG reduction targets;
- Development of a municipal operations action plan (emission reduction strategy);
- Preliminary investigation of a Climate Projection Study, to lay the foundation for future corporate and community adaptation activities.

The process of undertaking climate change mitigation and adaption work is intricate and long-term (see Figure 2). The County will be starting at the bottom left of the matrix with corporate (municipal) mitigation activities. Continuing work on the various climate change activities will be required beyond the two year funding from the FCM grant.

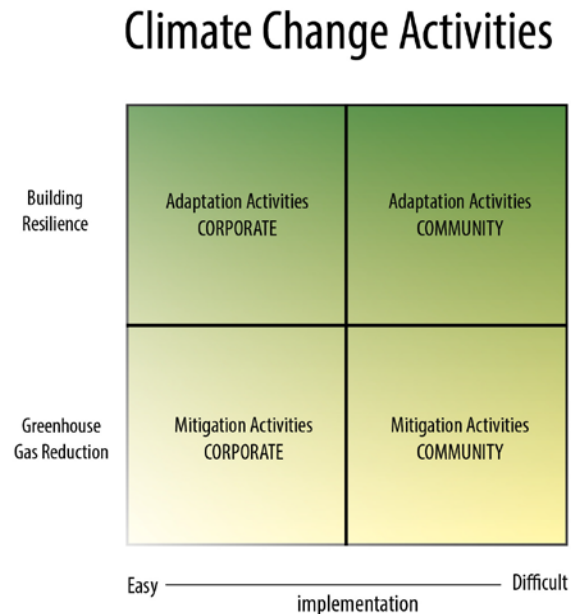


Figure 2

As part of the application for the FCM grant, and to aid in the work ahead, the following actions have already been taken:

- The County received seven letters of support from the member municipalities for the FCM grant. This included the intent for each to sit on the municipal Climate Change Working Group. The County will be in contact with the eighth member municipality in order to clarify whether they intend to join the effort.
- The County and several member municipalities have joined, or have indicated their intention to join, FCM's Partners for Climate Protection Program (PCP). The County will be in contact with those member municipalities who have not yet joined. The PCP program is a network of over 200 Canadian municipalities that have committed to greenhouse gas reduction and climate change action. This group recognizes the role they have to play with climate change given that 'up to half of Canada's greenhouse gas emissions are under the direct or indirect control or influence of municipal governments' (2010, FCM). PCP members have access to invaluable resources like a Regional Climate Advisor, networking hubs, document templates, and greenhouse gas inventory tools, which will be utilized through work under the FCM Climate Change grant initiative.

Project updates will be provided to future Committee meetings.

Financial, Staffing, Legal, or IT Considerations

The staff grant covers up to 80% of a staff position (up to \$125,000 over two years). Funds for the remaining cost of staff salary plus any related project costs will be funded through the Rate Stabilization Reserve as approved by Council in 2018. The County has posted the Climate Change Coordinator position for recruitment.

Strategic Direction and County of Dufferin Principles

The approval of the County's application for a FCM Climate Change grant, to hire a dedicated staff member to address climate change, is in line with the specific priorities outlined in the Corporate Strategic Plan: 1.3 Promote conservation and environmental sustainability, and 3.1 Promote rural/urban cohesiveness. The Dufferin County principles are adhered to as follows:

1. We Manage Change – addressing climate change issues in collaboration with the local municipalities, to help ensure corporate (municipal) and community goals and targets are met;
2. We Deliver Quality Service – providing a high quality climate change mitigation program that reflects the needs of the community and partners;
3. We Communicate – engaging in open, timely and clearly articulated discussion around climate change program activities in a multitude of ways;
4. We Make Good Decisions – fostering an environment of collaboration that contributes to informed and thoughtful decisions around climate change mitigation corporately, and within the community.

Recommendation

THAT Report, FCM Climate Change Staff Grant Update, dated January 24, 2019, from the Director of Public Works/County Engineer be received.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer



FEDERATION
OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS

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Brock Carlton
Ottawa, ON

December 07, 2018

Scott Burns
Director of Public Works & County Engineer
County of Dufferin
55 Zina Street
Orangeville, Ontario , L9W 1E5

Title of initiative: Climate Change Staff Grant - County of Dufferin
Application number: MCIP 16100

Dear Scott Burns,

On behalf of the FCM's Executive Committee, I would like to congratulate the County of Dufferin on its successful funding application for the above-noted initiative in relation to the Municipalities for Climate Innovation Program (MCIP). It is my pleasure to confirm that the County of Dufferin has been approved for a Climate Change Staff Grant in the amount of up to \$125,000.

In the near future, Sami El Euch will contact the County of Dufferin to finalize the agreement for this funding. FCM's obligation to fund the above-noted initiative will only become binding once the agreement is signed.

Public announcements regarding MCIP-funded initiatives are overseen by FCM in partnership with the Government of Canada. An FCM communications officer will contact the County of Dufferin to discuss the process for a public announcement. Until that time, before making any public statements related to the status of the application process for MCIP funding, please contact us at 613-907-6208 or by e-mail at programs@fcm.ca.

Thank you for your interest in MCIP. We look forward to working with you to improve the quality of life in your community, and to sharing the results of your initiative with communities across Canada.

Sincerely,

Jacquelyn Taylor
Manager, Funding | Municipalities for Climate Innovation Program - MCIP

JT:SE

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REPORT TO COMMITTEE

To: Chair Currie and Members of Infrastructure and Environmental Services Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: Thursday, January 24, 2019

Subject: Living Snow Fence Program Update

In Support of Strategic Plan Priorities and Objectives:

Service Excellence 4.0: Enhance value for money 4.3 and Investigate opportunities to partner and share resources/services 4.3.5

Purpose

The purpose of this report is to provide Committee and Council with an update on the County's ongoing efforts related to the Living Snow Fence Program.

Background & Discussion

For several years, the County has held a Memorandum of Understanding with both the Grand River Conservation Authority and the Nottawasaga Valley Conservation Authority for a Living Snow Fence Program. The program supports the effort of tree planting along Dufferin Roads to help mitigate the effects of blowing snow. The MOU speaks to requirements for determining priority areas for planting, as well as program marketing. Each of these items have been ongoing and program promotion continues in the form of informational packages, visits to residents, and a public YouTube video developed by the Grand River Conservation Authority https://www.youtube.com/watch?v=GqM_m5pTogc. One of the main challenges for this program has been sourcing willing hosts.

To compliment efforts of the above noted program, several plantings have been preformed to fill gap areas in existing tree lines where road allowance widths permit. This work is also ongoing where opportunities arise and has a similar affect in mitigating drifting snow.

Since spring 2013, through each of the programs discussed above, nearly 12,000 trees have been planted along Dufferin County roads. This equates to approximately 17, 500 metres of Living Snow Fence.

Local Municipal Impact

No immediate local impact.

Financial, Staffing, Legal, or IT Considerations

Public Works includes \$50,000 annually within the Budget.

Trees and Planting:

- Trees and planting are provided to the landowner for free. In some cases, the landowner may be asked to assist with site preparation if it involves tillage.
- Tree cost depends on species and size. Using the buying power of the Conservation Authorities will continue to ensure the best possible price for the selected trees.

Performance Incentive:

- \$ 450/acre/year for the first 3 years
- \$ 200/acre/year for the following 7 years

For example, for each strip (1 row of trees 4m wide) that is 1 km long, approximately 1 acre would be required and taken out of production.

- For every 1 km strip of living snow fence:
 - LSFP \$ 450/acre x 1 acre = \$ 250/yr. for 3 years
 - LSFP \$ 200/acre x 1 acre = \$ 100/yr. for 7 years
 - Total after 10 years = \$ 2,750

Strategic Direction and County of Dufferin Principles

Pursuing the LSFP adheres to the County of Dufferin Principles is Service Excellence as it enhances value of money by partnering with Conservation Authorities to reduce costs while improving roadway safety, which directly addresses the strategic objective of investigating opportunities to partner and share resources/services. The County of Dufferin principles are adhered to as follows:

1. We Manage Change – implementing long-term and sustainable programs that aid in combating the effects of extreme weather on roadway safety;
2. We Deliver Quality Service – collaborating with partners to strengthen our ability to implement the Living Snow Fence Program;
3. We Communicate – exploring different means of informing the general public and land owners about County programs;
4. We Make Good Decisions – using local knowledge to focus efforts related to enhancing roadway safety.

Recommendation

THAT Report, Living Snow Fence Program Update, dated January 24, 2019, from the Director of Public Works/County Engineer be received.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer



REPORT TO COMMITTEE

To: Chair Currie and Members of Infrastructure and Environmental Services Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: Thursday, January 24, 2019

Subject: Minimum Maintenance Standards – Regulation Update

In Support of Strategic Plan Priorities and Objectives:

Service Excellence 4.0

Purpose

The purpose of this report is to provide and update on recent changes to the Minimum Maintenance Standards for Highways, to adopt the updated regulation and associated amendments, and to seek authorization to declare significant weather events as required within the amendment.

Background & Discussion

On May 3, 2018, Ontario Regulation 366/18 was released (attached) under the Municipal Act, 2001 as an amendment to Ontario Regulation 239/02, Minimum Maintenance Standards for Municipal Highways. As part of the amendment, substantial changes were made to the Standards. The most notable change that affects Dufferin County Operations is 'the ability for municipalities to declare a significant weather event with implications for winter maintenance on roadways throughout the duration of such event'.

Upon declaration, roadways within the affected area are deemed to be in a state of repair. This protects the municipality from liability while the necessary work and weather monitoring is being performed during an extreme event and also helps the public in carefully informing their travel routes.

A municipality can declare and notify the public of a significant weather event when the weather forecast or observed weather condition includes any combination of the following conditions as defined by Environment Canada:

1. Snow accumulation of 25 centimeters or more during a 24 hour period.
2. Ice formation is forecasted to last more than a 12 hour period.

3. Sustained wind speeds in excess of 40 kilometres per hour causing reductions in visibility to 400 metres or less, over a 4 hour period.
4. Winter rainfall accumulation of 25 millimeters or more during a 24 hour period.

Notification is to be provided to the Public at the start and end of a significant weather event. The notification will be provided in the following ways:

1. Dufferin County website, roads page in the twitter feed
2. Twitter: DufferinRoads
3. Dufferin Roads Notifications to Email subscribers
4. Municipal 511 website

Currently most of Dufferin's neighbouring and surrounding upper tier municipalities have adopted the new standards and either have already implemented or are working towards implementing a strategy for declaring winter events.

The ability to declare a winter event has come up in discussion on several occasions with representatives from the member municipal Public Works teams. It is understood that many are working on similar notification strategies.

For Dufferin County, it is proposed that significant weather events be declared by the Director of Public Works or his/her designate when such as need arises.

Financial, Staffing, Legal and IT Considerations

There is no direct financial impact associated with the ability to declare a significant weather event.

From a legal perspective, the Standards and Amendment provides a stronger defence for winter maintenance related claims.

Strategic Direction and County of Dufferin Principles

Ensuring that road maintenance work is performed in line with best practice and that all available tools are appropriately used is Service Excellence. The Dufferin County principles are adhered to as follows:

1. We Manage Change - by working to comply with changes to Regulations and Standards;
2. We Deliver Quality Service – by delivering effective services that reflect the needs of the motoring public;
3. We Communicate – by providing timely, accurate and clearly articulated information;
4. We Make Good Decisions – by fostering an environment that contributes to informed and thoughtful decisions that reflect the needs of those affected.

Recommendation

THAT Report, Minimum Maintenance Standard – Regulation Update, dated January 24, 2019 from the Director of Public Works/County Engineer be received;

AND THAT the updated Regulation 239/02 Minimum Maintenance Standards for Highways and associated amendments be adopted;

AND THAT the Director of Public Works/County Engineer or designate be authorized to declare a Significant Weather Event as required through the Regulation.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer

ONTARIO REGULATION 366/18

made under the

MUNICIPAL ACT, 2001

Made: May 2, 2018

Filed: May 3, 2018

Published on e-Laws: May 3, 2018

Printed in *The Ontario Gazette*: May 19, 2018

Amending O. Reg. 239/02

(MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL HIGHWAYS)

1. (1) The definition of “surface” in subsection 1 (1) of Ontario Regulation 239/02 is amended by striking out “roadway or shoulder” and substituting “sidewalk, roadway or shoulder”.

(2) Subsection 1 (1) of the Regulation is amended by adding the following definitions:

“bicycle facility” means the on-road and in-boulevard cycling facilities listed in Book 18 of the Ontario Traffic Manual;

“bicycle lane” means,

- (a) a portion of a roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists, or
- (b) a portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer;

“encroachment” means anything that is placed, installed, constructed or planted within the highway that was not placed, installed, constructed or planted by the municipality;

“pothole” means a hole in the surface of a roadway caused by any means, including wear or subsidence of the road surface or subsurface;

“sidewalk” means the part of the highway specifically set aside or commonly understood to be for pedestrian use, typically consisting of a paved surface but does not include crosswalks, medians, boulevards, shoulders or any part of the sidewalk where cleared snow has been deposited;

“significant weather event” means an approaching or occurring weather hazard with the potential to pose a significant danger to users of the highways within a municipality;

“utility” includes any air, gas, water, electricity, cable, fiber-optic, telecommunication or traffic control system or subsystem, fire hydrants, sanitary sewers, storm sewers, property bars and survey monuments;

“utility appurtenance” includes maintenance holes and hole covers, water shut-off covers and boxes, valves, fittings, vaults, braces, pipes, pedestals, and any other structures or items that form part of or are an accessory part of any utility;

“weather hazard” means the weather hazards determined by Environment Canada as meeting the criteria for the issuance of an alert under its Public Weather Alerting Program.

(3) Subsections 1 (2) and (3) of the Regulation are amended by striking out “annual” wherever it appears.

(4) Subsection 1 (4) of the Regulation is revoked and the following substituted:

(4) For the purposes of this Regulation, unless otherwise indicated in a provision of this Regulation, a municipality is deemed to be aware of a fact if, in the absence of actual knowledge of the fact, circumstances are such that the municipality ought reasonably to be aware of the fact.

(5) The Table to section 1 of the Regulation is revoked and the following substituted:

TABLE
CLASSIFICATION OF HIGHWAYS

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Average Daily Traffic (number of motor vehicles)	91 - 100 km/h speed limit	81 - 90 km/h speed limit	71 - 80 km/h speed limit	61 - 70 km/h speed limit	51 - 60 km/h speed	41 - 50 km/h speed limit	1 - 40 km/h speed limit

					limit		
53,000 or more	1	1	1	1	1	1	1
23,000 - 52,999	1	1	1	2	2	2	2
15,000 - 22,999	1	1	2	2	2	3	3
12,000 - 14,999	1	1	2	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	4	4
5,000 - 5,999	1	2	2	3	3	4	4
4,000 - 4,999	1	2	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	5	5
1,000 - 1,999	1	3	3	3	4	5	5
500 - 999	1	3	4	4	4	5	5
200 - 499	1	3	4	4	5	5	6
50 - 199	1	3	4	5	5	6	6
0 - 49	1	3	6	6	6	6	6

2. The Regulation is amended by adding the following section:

Purpose

2.1 The purpose of this Regulation is to clarify the scope of the statutory defence available to a municipality under clause 44 (3) (c) of the Act by establishing maintenance standards which are non-prescriptive as to the methods or materials to be used in complying with the standards but instead describe a desired outcome.

3. (1) The heading before section 3 of the Regulation is amended by striking out “MINIMUM” and substituting “MAINTENANCE”

(2) Subsections 3 (1) and (2) of the Regulation are amended by striking out “minimum” wherever it appears.

(3) Subsection 3 (4) of the Regulation is amended by striking out “section 16.1” and substituting “section 16.1, 16.2, 16.3 or 16.4”.

4. Subsections 3.1 (1) and (2) of the Regulation are amended by striking out “minimum” wherever it appears.

5. (1) Subsection 4 (1) of the Regulation is amended by striking out the portion before clause (a) and substituting the following:

Snow accumulation, roadways

(1) Subject to section 4.1, the standard for addressing snow accumulation on roadways is,

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(2) Subsection 4 (3) of the Regulation is amended by adding “and, if applicable, lane width under clause (1) (b),” after “roadway” in the portion before paragraph 1.

(3) Subsection 4 (4) of the Regulation is amended by adding “and lane width” after “roadway” in the portion before clause (a).

(4) Subsections 4 (5) and (6) of the Regulation are revoked and the following substituted:

(5) For the purposes of this section, addressing snow accumulation on a roadway includes,

- (a) plowing the roadway;
- (b) salting the roadway;
- (c) applying abrasive materials to the roadway;
- (d) applying other chemical or organic agents to the roadway;
- (e) any combination of the methods described in clauses (a) to (d);
- (6) This section does not apply to that portion of the roadway,

- (a) designated for parking;
- (b) consisting of a bicycle lane or other bicycle facility; or
- (d) used by a municipality for snow storage;
- (5) The heading of the Table to section 4 of the Regulation is revoked and the following substituted:**

SNOW ACCUMULATION - ROADWAYS

7. The Regulation is amended by adding the following sections:

Snow accumulation on roadways, significant weather event

4.1 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on roadways until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on roadways, starting from the time that the municipality deems appropriate to do so.

(2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4 expires following the declaration of the end of the significant weather event by the municipality.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address snow accumulation on roadways in accordance with section 4.

Snow accumulation, bicycle lanes

4.2 (1) Subject to section 4.3, the standard for addressing snow accumulation on bicycle lanes is,

- (a) after becoming aware of the fact that the snow accumulation on a bicycle lane is greater than the depth set out in the Table to this section, to deploy resources as soon as practicable to address the snow accumulation; and
- (b) after the snow accumulation has ended, to address the snow accumulation so as to reduce the snow to a depth less than or equal to the depth set out in the Table to this section to provide a minimum bicycle lane width of the lesser of 1 metre or the actual bicycle lane width.

(2) If the depth of snow accumulation on a bicycle lane is less than or equal to the depth set out in the Table to this section, the bicycle lane is deemed to be in a state of repair in respect of snow accumulation.

(3) For the purposes of this section, the depth of snow accumulation on a bicycle lane and, if applicable, lane width under clause (1) (b), may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3), with necessary modifications.

(4) For the purposes of this section, addressing snow accumulation on a bicycle lane includes,

- (a) plowing the bicycle lane;
- (b) salting the bicycle lane;
- (c) applying abrasive materials to the bicycle lane;
- (d) applying other chemical or organic agents to the bicycle lane;
- (e) sweeping the bicycle lane; or
- (f) any combination of the methods described in clauses (a) to (e).

TABLE

SNOW ACCUMULATION – BICYCLE LANES

Column 1 Class of Highway or Adjacent Highway	Column 2 Depth	Column 3 Time
1	2.5 cm	8 hours

2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

Snow accumulation on bicycle lanes, significant weather event

4.3 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on bicycle lanes until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on bicycle lanes, starting from the time that the municipality deems appropriate to do so.

(2) If the municipality complies with subsection (1), all bicycle lanes within the municipality are deemed to be in a state of repair with respect to snow accumulation until the applicable time in the Table to section 4.2 expires following the declaration of the end of the significant weather event by the municipality.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address snow accumulation on bicycle lanes in accordance with section 4.2.

8. Section 5 of the Regulation is revoked and the following substituted:**Ice formation on roadways and icy roadways**

5. (1) The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:

- 1. Monitor the weather in accordance with section 3.1.
- 2. Patrol in accordance with section 3.
- 3. If the municipality determines, as a result of its activities under paragraph 1 or 2, that there is a substantial probability of ice forming on a roadway, treat the roadway, if practicable, to prevent ice formation within the time set out in Table 1 to this section, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose.

(2) If the municipality meets the standard set out in subsection (1) and, despite such compliance, ice forms on a roadway, the roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that the roadway is icy.

(3) Subject to section 5.1, the standard for treating icy roadways is to treat the icy roadway within the time set out in Table 2 to this section, and an icy roadway is deemed to be in a state of repair until the applicable time set out in Table 2 to this section expires after the municipality becomes aware of the fact that a roadway is icy.

(4) For the purposes of this section, treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand.

(5) For greater certainty, this section applies in respect of ice formation on bicycle lanes on a roadway, but does not apply to other types of bicycle facilities.

TABLE 1
ICE FORMATION PREVENTION

Class of Highway	Time
1	6 hours
2	8 hours
3	16 hours
4	24 hours
5	24 hours

TABLE 2
TREATMENT OF ICY ROADWAYS

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

Icy roadways, significant weather event

5.1 (1) If a municipality declares a significant weather event relating to ice, the standard for treating icy roadways until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to treat icy roadways, starting from the time that the municipality deems appropriate to do so.

(2) If the municipality complies with subsection (1), all roadways within the municipality are deemed to be in a state of repair with respect to any ice which forms or may be present until the applicable time in Table 2 to section 5 expires after the declaration of the end of the significant weather event by the municipality.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) treat icy roadways in accordance with section 5.

8. (1) Subsection 6 (1) of the Regulation is amended by striking out “minimum”.

(2) Section 6 of the Regulation is amended by adding the following subsections:

(1.1) For the purposes of this section, the surface area and depth of a pothole may be determined in accordance with subsections (1.2) and (1.3), as applicable, by a municipal employee, agent or contractor whose duties or responsibilities include one or more of the following:

- 1. Patrolling highways.
- 2. Performing highway maintenance activities.
- 3. Supervising staff who perform activities described in paragraph 1 or 2.

(1.2) The depth and surface area of a pothole may be determined by,

- (a) performing an actual measurement; or
- (b) performing a visual estimate.

(1.3) For the purposes of this section, the surface area of a pothole does not include any area that is merely depressed and not yet broken fully through the surface of the roadway.

9. (1) Subsections 7 (1) and (2) of the Regulation are revoked and the following substituted:

Shoulder drop-offs

(1) If a shoulder drop-off is deeper than 8 cm, for a continuous distance of 20 metres or more, the standard is to repair the shoulder drop-off within the time set out in the Table to this section after becoming aware of the fact.

(2) A shoulder drop-off is deemed to be in a state of repair if its depth is less than 8 cm.

(2) The Table to section 7 of the Regulation is revoked and the following substituted:

TABLE
SHOULDER DROP-OFFS

Class of Highway	Time
1	4 days
2	4 days

3	7 days
4	14 days
5	30 days

10. (1) Subsections 8 (1) and (2) of the Regulation are revoked and the following substituted:

Cracks

(1) If a crack on the paved surface of a roadway is greater than 5 cm wide and 5 cm deep for a continuous distance of three metres or more, the standard is to repair the crack within the time set out in the Table to this section after becoming aware of the fact.

(2) A crack is deemed to be in a state of repair if its width or depth is less than or equal to 5 cm.

(2) The Table to section 8 of the Regulation is revoked and the following substituted:

TABLE
CRACKS

Column 1 Class of Highway	Column 2 Time
1	30 days
2	30 days
3	60 days
4	180 days
5	180 days

11. Subsection 9 (1) of the Regulation is amended by striking out “minimum”.

12. Subsections 10 (0.1), (1), (2), (3), (4), (5) and (6) of the Regulation are revoked and the following substituted:

Luminaires

(1) The standard for the frequency of inspecting all luminaires to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.

(2) For conventional illumination, if three or more consecutive luminaires on the same side of a highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact.

(3) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact.

(4) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles on the same side of a highway are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires.

(5) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires.

(6) Luminaires are deemed to be in a state of repair,

- (a) for the purpose of subsection (2), if the number of non-functioning consecutive luminaires on the same side of a highway does not exceed two;
- (b) for the purpose of subsection (3), if more than 70 per cent of luminaires on any kilometre of highway are functioning;
- (c) for the purpose of subsection (4), if one or more of the luminaires on consecutive poles on the same side of a highway are functioning;

- (d) for the purpose of subsection (5), if more than 50 per cent of luminaires on any kilometre of highway are functioning.

13. The Regulation is amended by striking out “minimum” wherever it appears in the following provisions:

1. Sections 11 to 16.

2. Subsection 16.1 (1).

14. Subsections 16.1 (2), (2.1), (3) and (4) of the Regulation are revoked and the following substituted:

(2) If a surface discontinuity on or within a sidewalk exceeds two centimetres, the standard is to treat the surface discontinuity within 14 days after acquiring actual knowledge of the fact.

(3) A surface discontinuity on or within a sidewalk is deemed to be in a state of repair if it is less than or equal to two centimetres.

(4) For the purpose of subsection (2), treating a surface discontinuity on or within a sidewalk means taking reasonable measures to protect users of the sidewalk from the discontinuity, including making permanent or temporary repairs, alerting users’ attention to the discontinuity or preventing access to the area of discontinuity.

(5) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at any joint or crack in the surface of the sidewalk or any vertical height difference between a utility appurtenance found on or within the sidewalk and the surface of the sidewalk.

15. The Regulation is amended by adding the following sections.

Encroachments, area adjacent to sidewalk

16.2 (1) The standard for the frequency of inspecting an area adjacent to a sidewalk to check for encroachments is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.

(2) The area adjacent to a sidewalk that has been inspected in accordance with subsection (1) is deemed to be in a state of repair in respect of any encroachment present.

(3) For greater certainty, the area adjacent to a sidewalk begins at the outer edges of a sidewalk and ends at the lesser of the limit of the highway, the back edge of a curb if there is a curb and a maximum of 45 cm.

(4) The area adjacent to a sidewalk is deemed to be in a state of repair in respect of any encroachment present unless the encroachment is determined by a municipality to be highly unusual given its character and location or to constitute a significant hazard to pedestrians.

(5) If a municipality determines that an encroachment is highly unusual given its character and location or constitutes a significant hazard to pedestrians, the standard is to treat the encroachment within 28 days after making such a determination, and the encroachment is deemed in a state of repair for 28 days from the time of the determination by the municipality.

(6) For the purpose of subsection (4), treating an encroachment means taking reasonable measures to protect users, including making permanent or temporary repairs, alerting users’ attention to the encroachment or preventing access to the area of the encroachment.

Snow accumulation on sidewalks

16.3 (1) Subject to section 16.4, the standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended is,

- a) to reduce the snow to a depth less than or equal to 8 centimetres within 48 hours; and
- b) to provide a minimum sidewalk width of 1 metre.

(2) If the depth of snow accumulation on a sidewalk is less than or equal to 8 centimetres, the sidewalk is deemed to be in a state of repair in respect of snow accumulation.

(3) If the depth of snow accumulation on a sidewalk exceeds 8 centimetres while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair with respect to snow accumulation, until 48 hours after the snow accumulation ends.

(4) For the purposes of this section, the depth of snow accumulation on a sidewalk may be determined in the same manner as set out in subsection 4 (4) and by the persons mentioned in subsection 4 (3) with necessary modifications.

(5) For the purposes of this section, addressing snow accumulation on a sidewalk includes,

- (a) plowing the sidewalk;
- (b) salting the sidewalk;
- (c) applying abrasive materials to the sidewalk;
- (d) applying other chemical or organic agents to the sidewalk; or
- (e) any combination of the methods described in clauses (a) to (d).

Snow accumulation on sidewalks, significant weather event

16.4 (1) If a municipality declares a significant weather event relating to snow accumulation, the standard for addressing snow accumulation on sidewalks until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to address snow accumulation on sidewalks starting from the time that the municipality deems appropriate to do so.

(2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any snow present until 48 hours following the declaration of the end of the significant weather event by the municipality.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address snow accumulation on sidewalks in accordance with section 16.3.

Ice formation on sidewalks and icy sidewalks

16.5 (1) Subject to section 16.6, the standard for the prevention of ice formation on sidewalks is to,

- (a) monitor the weather in accordance with section 3.1 in the 24-hour period preceding an alleged formation of ice on a sidewalk; and
- (b) treat the sidewalk if practicable to prevent ice formation or improve traction within 48 hours if the municipality determines that there is a substantial probability of ice forming on a sidewalk, starting from the time that the municipality determines is the appropriate time to deploy resources for that purpose.

(2) If ice forms on a sidewalk even though the municipality meets the standard set out in subsection (1), the sidewalk is deemed to be in a state of repair in respect of ice until 48 hours after the municipality first becomes aware of the fact that the sidewalk is icy.

(3) The standard for treating icy sidewalks after the municipality becomes aware of the fact that a sidewalk is icy is to treat the icy sidewalk within 48 hours, and an icy sidewalk is deemed to be in a state of repair for 48 hours after it has been treated.

(4) For the purposes of this section, treating a sidewalk means applying materials including salt, sand or any combination of salt and sand to the sidewalk.

Icy sidewalks, significant weather event

16.6 (1) If a municipality declares a significant weather event relating to ice, the standard for addressing ice formation or ice on sidewalks until the declaration of the end of the significant weather event is,

- (a) to monitor the weather in accordance with section 3.1; and
- (b) if deemed practicable by the municipality, to deploy resources to treat the sidewalks to prevent ice formation or improve traction, or treat the icy sidewalks, starting from the time that the municipality deems appropriate to do so.

(2) If the municipality complies with subsection (1), all sidewalks within the municipality are deemed to be in a state of repair with respect to any ice which forms or is present until 48 hours after the declaration of the end of the significant weather event by the municipality.

(3) Following the end of the weather hazard in respect of which a significant weather event was declared by a municipality under subsection (1), the municipality shall,

- (a) declare the end of the significant weather event when the municipality determines it is appropriate to do so; and
- (b) address the prevention of ice formation on sidewalks or treat icy sidewalks in accordance with section 16.5.

Winter sidewalk patrol

16.7 (1) If it is determined by the municipality that the weather monitoring referred to in section 3.1 indicates that there is a substantial probability of snow accumulation on sidewalks in excess of 8 cm, ice formation on sidewalks or icy sidewalks, the standard for patrolling sidewalks is to patrol sidewalks that the municipality selects as representative of its sidewalks at intervals deemed necessary by the municipality.

(2) Patrolling a sidewalk consists of visually observing the sidewalk, either by driving by the sidewalk on the adjacent roadway or by driving or walking on the sidewalk or by electronically monitoring the sidewalk, and may be performed by persons responsible for patrolling roadways or sidewalks or by persons responsible for or performing roadway or sidewalk maintenance activities.

Closure of a highway

16.8 (1) When a municipality closes a highway or part of a highway pursuant to its powers under the Act, the highway is deemed to be in a state of repair in respect of all conditions described in this Regulation from the time of the closure until the highway is re-opened by the municipality.

(2) For the purposes of subsection (1), a highway or part of a highway is closed on the earlier of,

- (a) when a municipality passes a by-law to close the highway or part of the highway; and
- (b) when a municipality has taken such steps as it determines necessary to temporarily close the highway or part of a highway.

Declaration of significant weather event

16.9. A municipality declaring the beginning of a significant weather event or declaring the end of a significant weather event under this Regulation shall do so in one or more of the following ways:

1. By posting a notice on the municipality's website.
2. By making an announcement on a social media platform, such as Facebook or Twitter.
3. By sending a press release or similar communication to internet, newspaper, radio or television media.
4. By notification through the municipality's police service.
5. By any other notification method required in a by-law of the municipality.

Commencement

16. This Regulation comes into force on the day it is filed.

Made by:

KATHRYN MCGARRY
Minister of Transportation

Date made: May 2, 2018



REPORT TO COMMITTEE

To: Chair Currie and Members of Infrastructure and Environmental Services Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: January 24, 2019

Subject: Waste Services Contracts and Waste Free Ontario Act Update

In Support of Strategic Plan Priorities and Objectives:
Good Governance

Purpose

The purpose of this report is to update Committee and Council on upcoming work related to the Waste Services contracts and the potential impacts of the Waste Free Ontario Act.

Background & Discussion

Bill 151 – the Waste Free Ontario Act was introduced in November 2015 and officially replaced the former Waste Diversion Act in November 2016. This new Act consists of both the Waste Diversion Transition Act and the Resource Recovery and Circular Economy Act. Each of these components plays a role in working towards establishing the goal of a regime based on full producer responsibility for designated products and packaging including Blue Box materials, hazardous waste, electronic waste, tires, etc. Municipalities have advocated for this change for years, as it will greatly reduce the financial burden borne by taxpayers related to municipal diversion programs.

Through the former Act and current transition model, various materials are partially funded by industry stewards who produce or import products and packaging to help pay for their post-consumer waste management. For example, municipalities recuperate approximately 50% of the costs to operate Blue Box programs from the stewards. Funding models are also in place for tires, hazardous waste, and electronic waste.

The purpose of the new structure is to wrap up existing waste diversion program-funding models and transition these materials to the new Resource Recovery and Circular Economy Act. This new act will contain the necessary regulations to make producers fully responsible for their materials. The precise details of how this will be delivered and how this will affect municipalities have not yet been defined.

There are several milestones that correlate between County contracts and the Waste Free Ontario Act timelines (see attached table). Several of these programs will be dealt with through the County's typical procurement processes, as they are standard business for Waste Services. These include the Electronic and Household Hazardous Waste Collection programs, which will be handled through the release of Requests for Proposals during winter 2019 in preparation for spring events. This also includes the County's Blue Box material processing contract. Work on this Request for Proposal will begin shortly such that it will be ready for release in fall 2019, with contract award occurring in time for the current contract expiration on May 31, 2020.

The remaining contract currently under consideration is the County's Curbside Collection Contract. This contract is responsible for collection of the County's Blue Box, Green Bin, Garbage, Bulky Items, and Yard Waste. The contract term is set to expire on May 31, 2020 and includes two one-year options to extend. A decision is required from Council for this extension now since the procurement process for a new contract is lengthy and a new successful bidder would require at least one year to procure the necessary equipment for a June 2020 contract. Funds have not been included in the 2019 budget for consulting work related to developing a new RFP for this work.

As details around the new Act become known, municipalities will gain a better understanding of what the future financial and program impacts will be. Until such time that clear information is received from the Ministry of the Environment, Conservation and Parks, or some other action is made towards the transition to full producer responsibility, it is very difficult to anticipate how services will be impacted. Because of this, it is not advisable for municipalities to move into new contracts unless no other option exists. Organizations such as the Association of Municipalities of Ontario are encouraging municipalities to maintain their status-quo until such time that more information is known and to exercise contract extension if such options are available.

With several variables at play, staff recommend that the County exercise the two 1-year options to extend on the curbside collection contract with GFL. This avoids the County attempting to formalize new relationships at a time when little information is known about upcoming changes, and also provides reasonable time to prepare for a new contract through 2021 for award in 2022.

Financial, Staffing, Legal, or IT Considerations

Funds to assist in preparing the 2020 recyclable material processing RFP are included in the 2019 Budget.

Funds for the waste collection contract extensions will be included in a future budget package.

Strategic Direction and County of Dufferin Principles

Exercising the option to extend contracts when limited information is known about potential external impacts is Good Governance. It adheres to the County of Dufferin Principles as follows:

1. We Manage Change – working with municipal partners and knowledgeable supporting associations such as AMO to carefully navigate times of uncertainty;
2. We Deliver Quality Service – ensuring that services are provided to the public consistently, dependably, and in a way that avoids unnecessary interruptions or costs;
3. We Communicate – providing timely and accurate communications to support Council's decision;
4. We Make Good Decisions – by ensuring that recommendations are well informed through collaborative discussions with municipal partners and supporting associations such as AMO.

Recommendation

THAT Report, Waste Services Contracts and Waste Free Ontario Act Update, from the Director of Public Works/County Engineer, dated January 24, 2019, be received;

AND THAT staff be authorized to proceed with the options to extend the County's curbside collection contract for the two one-year periods.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer

Attachment A - Upcoming Waste Free Ontario Act (WFOA) timelines, and timing for Waste Services contracts that collect and manage these designated materials

	2019	2020	2021	2022	2023+
WFOA - Electronic Waste (WEEE) Wind-Up and Transition	Wind-Up Plan submitted to Resource Productivity and Recovery Authority (RPRA) December 2018	WEEE program Wind-Up on June 30 th , 2020 WEEE program transitions to RRCEA July 1 st			
County - Electronic Waste Collection Days Contract	Contract ended in fall 2018 County to issue RFP in winter 2019	Term of contract will be Spring 2019 to June 30 th , 2020 Post July 1 st , 2020 – details to be determined. Producers will decide how to manage materials*			

	2019	2020	2021	2022	2023+
WFOA - MHSW Wind-Up and Transition	Wind-UP Plan to be submitted to RPRA - June 30 th , 2020	MHSW program Wind-Up on December 31 st , 2020	MHSW program transitions to RRCEA January 1 st , 2021		
County - Household Hazardous Waste Days Contract	Contract ended in fall 2018 County to issue RFP in winter 2019	Term of contract will be Spring 2019 to December 31 st , 2020	Post January 1 st , 2021 – details to be determined. Producers will decide how to manage materials*		
WFOA - Blue Box Wind-Up and Transition	A Wind-Up letter has not been issued by MECP as of yet.				Transition to RRCEA – to be determined. 2023+?
County - Blue Box Processing Contract	Fall 2019 – County to issue RFP for processing, for June 1 st , 2020 start date with contract language around potential changes due to transition.	7-year contract expires May 31 st , 2020 with Waste Management of Canada (WM). There are no contract extension options.			Post transition to RRCEA? – details to be determined. Producers will decide how to manage Blue Box materials*

	2019	2020	2021	2022	2023+
County - Curbside Collections Contract (including Blue Box, garbage, Green Bin, yard waste, and bulky items)	Decision required no later than late winter 2019, on whether to issue an extension to the current contract.	7-year contract expires May 31 st , 2020 with Green For Life (GFL). There are two - 1 year contract extension options.		May 31 st , 2022 – end of two 1 year extensions	Post transition to RRCEA? – details to be determined. Producers will decide how to manage Blue Box materials*

**Stewards will have full responsibility (operationally and costs) after transition to the RRCEA. They will have to follow regulations set out by the Ministry of the Environment, Conservation and Parks. Municipalities may be asked by stewards to continue providing the services (i.e. procurement and contract oversight) and be compensated, or the stewards may take on operations themselves.*



REPORT TO COMMITTEE

To: Chair Currie and Members of the Infrastructure and Environmental Services Committee

From: Scott C. Burns, Director of Public Works/County Engineer

Meeting Date: January 24, 2019

Subject: Town of Mono Resolution - Dufferin Road 18 (Airport Road)

In Support of Strategic Plan Priorities and Objectives:
Good Governance.

Purpose

The purpose of this report is to provide information and recommendations pertaining to a Town of Mono resolution regarding Dufferin Road 18 safety concerns. This report speaks to several items previously considered by Committee and Council in 2017.

Background & Discussion

Approximately twenty years ago, Dufferin County installed a sign at the south end of Dufferin Road 18. The sign initiative was a collaborative effort lead by the Town of Mono Community Policing Committee, supported by Dufferin OPP and the Town of Mono. The primary objective was to promote safe driving and to convey the message “slow down and live”. Early in 2017, Dufferin County Public Works removed the sign due to its severely deteriorated condition.

Following the sign’s removal, a representative from the Mono Community Policing Committee approached Public Works staff to discuss having the sign reinstated. Through this discussion, Dufferin Public Works staff presented the idea of installing a modern variable message sign that would enable focused campaigns to further the initiative around safe roads, and “slow down and live”.

In line with a recent report prepared by the OPP Central Region Headquarters (attached), focused messaging includes, but is not limited to, the following:

- Drive to the weather and road conditions;
- Night danger, deer crossing the road for the next 40 km;
- Limited passing and hills for the next 40 kms;
- Fines for speeding;

- Seatbelt safety week;
- Road closed;
- Construction ahead;
- Select roadway statistics;
- Texting and driving do not mix, etc.

Public Works staff are currently able to pre-program messages seasonally and can modify messaging on-site or remotely when special circumstance arise.

The Mono Community Policing Committee was initially in support of this approach, as it aligns with and enhances the intent of the original sign. Dufferin OPP, through discussion with the Detachment Commander, also received the initiative very positively as the sign will enable further road safety education in line with their recent Central Region Headquarters Report as referenced above and attached. From this, County Council provided support to proceed with the new sign.

In October of 2018, the Town of Mono forwarded a resolution supporting correspondence from the Mono Police Services Board in response to discussion with the Mono Community Policing Committee with a number of concerns.

After considering each item, staff offer the following:

- ***Request to have the original sign reinstated*** - staff continue to recommend that the upgraded variable sign stay in place. It is a positive enhancement, agreed to by all parties at the time of installation. The variable messaging sign enables Public Works to revise messaging and focus on avoidance as opposed to collision statistics without context. A few residents submitted concerns about specific messaging. Going forward staff will aim to review and develop further messages that strongly align with the findings of the Central Region Headquarters Report (attached). As noted, this document provides clear information about the primary causes of vehicle incidents on Dufferin County roads. This information will help target messaging that promotes awareness of how to avoid incidents. The Report explains that the primary causes of incidents, in order of frequency, are wildlife, speed, inattentive driving and loss of control.
- ***Request for the current variable message sign to be used in several locations along Dufferin Road 18*** - staff suggest that the sign remain in place as described above. This location is optimal as it is prominently visible by Provincial Highway 9 traffic to the south where the majority of traffic originates. This is very effective to provide notifications on road closures, load restrictions, etc. In 2018, Dufferin County Public Works funded the purchase of a mobile radar speed sign for use by Dufferin OPP. Through Dufferin OPP, this sign is available; and well suited for use in several locations on any road within the County.

- **Request for additional oversized speed limit signs** - staff offer that oversized speed limit signs are typically used only in locations where a notable change occurs that requires special notification to motorists. An example is for a speed limit reduction point. There are standards for roadway speed limit signage density and location. Over the years, staff has worked to ensure that these standards are satisfied or exceeded. In line with this, staff will perform a review of Dufferin Road 18 signage and revise where necessary. The majority of roadways outside of built-up areas within the Province of Ontario are restricted to a speed limit of 80 km/h unless otherwise posted. This is common knowledge and those who greatly exceed this limit, do so knowingly. Enforcement is the most effective way to address speeding. Conversations with Dufferin OPP indicate they are exploring enforcement strategies. County staff will continue working with OPP.

Staff take roadway safety very seriously and are continually exploring appropriate ways of protecting the motoring public and the Corporation.

Financial, Staffing, Legal and IT Considerations

There are no direct financial impacts in relation to the recommendations of this report.

Strategic Direction and County of Dufferin Principles

Working to communicate road conditions and promote road safety initiatives is good governance that works to enhance public safety. The Dufferin County principles are adhered to as follows:

1. We Manage Change – seeking improved methods of public communications;
2. We Deliver Quality Service – providing focused messaging to support initiatives that reflect the needs of the community and partners;
3. We Communicate – sharing information to educate the public;
4. We Make Good Decisions – pursuing modern methods of continually engaging the public with up to date information.

Recommendation

THAT report, Town of Mono Resolution - Dufferin Road 18 (Airport Road), from the Director of Public Works/County Engineer, dated January 24, 2019, be received.

Respectfully Submitted By:

Scott C. Burns, P.Eng., C.E.T.
Director of Public Works/County Engineer



Town of Mono

347209 Mono Centre Road
Mono, Ontario L9W 6S3

4 October 2018

Sent via EMAIL

Pam Hillock, County Clerk/Director of Corporate Services
County of Dufferin
55 Zina Street
Orangeville, ON L9W 1E5

Pam,

At their September 25th, 2018 session, the Council for the Town of Mono passed a resolution pertaining to signage on Airport Road. The resolution reads:

Resolution #6-16-2018

Moved by Manktelow - Seconded by Martin

THAT Council supports and endorses the Mono Police Services Board and Mono Community Policing Committee recommendation requesting the County of Dufferin replace the removed permanent sign with a sign with messaging to be agreed upon by the Mono Community Policing Committee and the County of Dufferin;

AND THAT the portable sign be retained and deployed to locations on Airport Road with messaging to reflect current road conditions as determined by Dufferin OPP and the County of Dufferin;

*AND FURTHER that Council recommends that the County of Dufferin install additional, oversized, speed limit signs along portions of Airport Road.
"Carried"*

Please let me know if there is anything further that the Town of Mono can do to facilitate the County accepting and putting into place the Town's recommendations.

Regards,

Fred Simpson
Deputy Clerk

cc: Mike Walker, Chair Mono Police Services Board
James Doan, Chair Mono Community Policing



CENTRAL REGION PROGRAM SUPPORT

Analytical Report Number: 2017-0000-001

Analyst: PC R. Aaltink

Report Date: February 14, 2017

Introduction

Dufferin Detachment requests that all MVCs from 2012-2016 be reviewed for problem locations in each of the 6 municipalities in Dufferin. Additionally, a review of the top causations for MVCs in each municipality.

Sources

RMS

eCRS

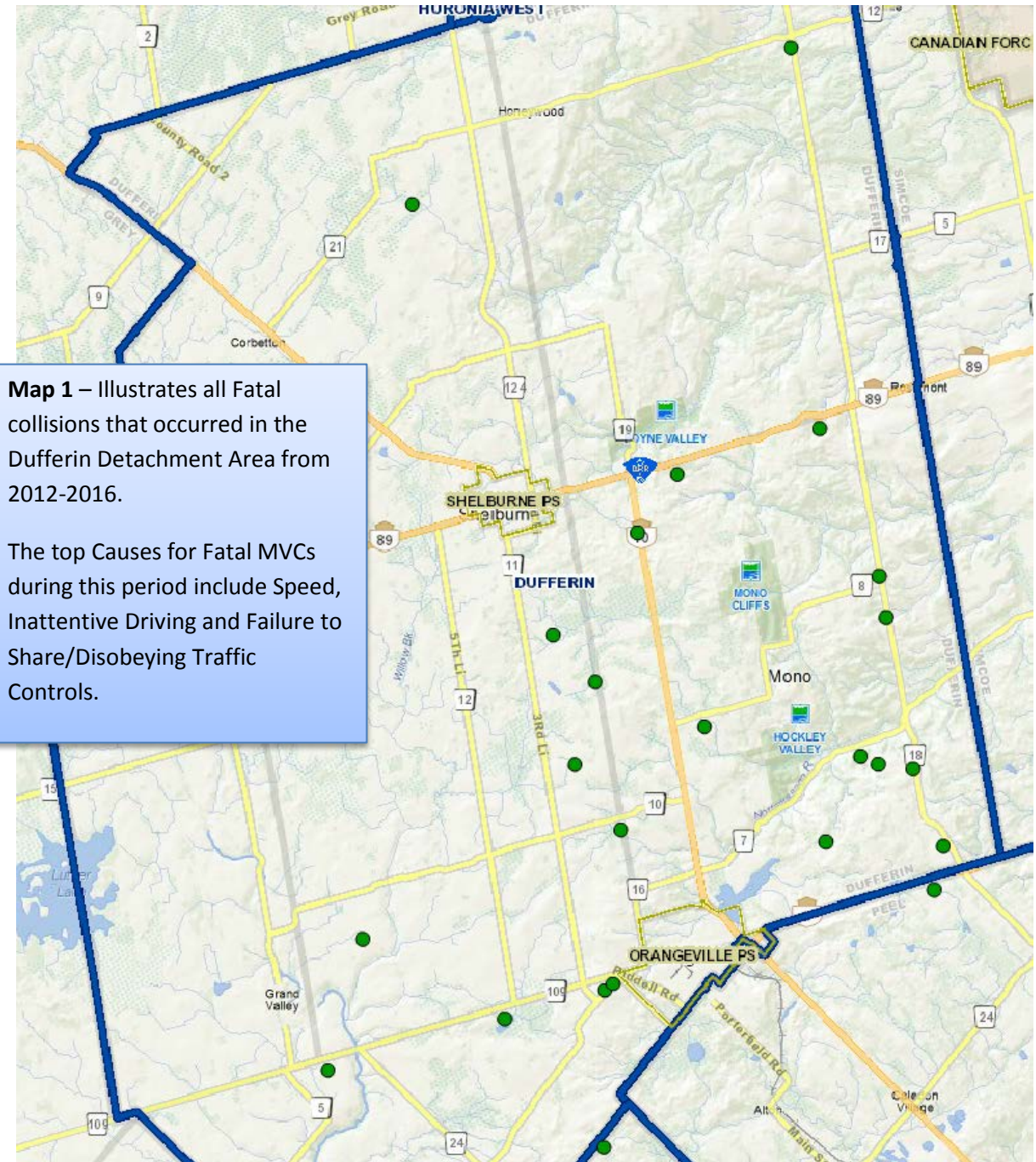
Analysis

Data was obtained from RMS & eCRS to retrieve all MVC data in Dufferin Detachment's area. Data was retrieved from 01 JAN 2012 to 31 DEC 2016 to obtain a proper data set to identify trends.

The following maps represent the MVCs that have occurred in the municipalities of Dufferin to give a visual representation of the problem areas. Further, the worst areas or intersections have been noted visually in each of the Township maps. Top causations are also noted for each municipality.

1) DUFFERIN DETACHMENT AREA – 01 JAN 2012 to 01 FEB 2017 All Fatal MVCs

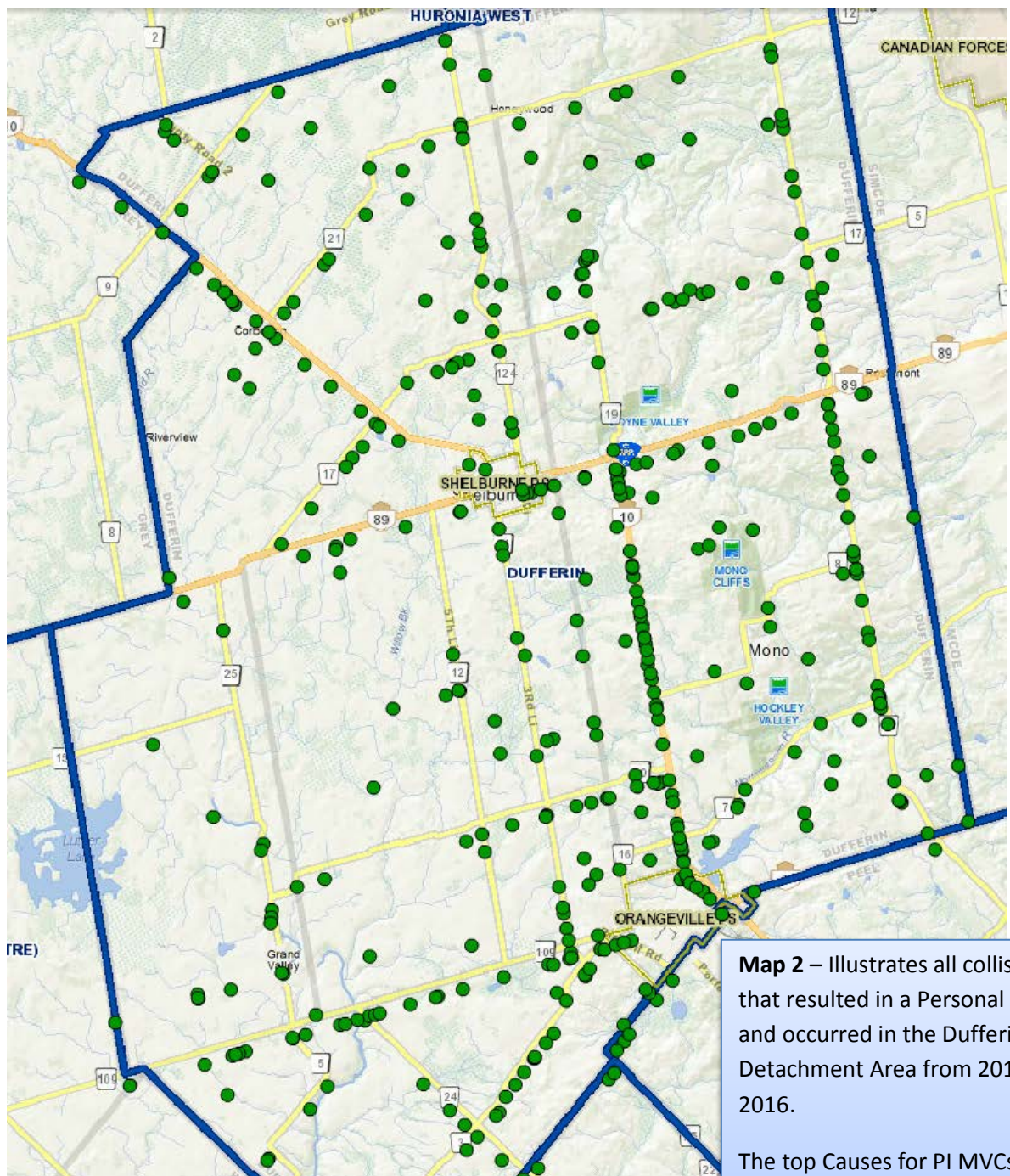
Central Region Headquarters



2) DUFFERIN DETACHMENT AREA – 01 JAN 2012 to 01 FEB 2017

All PI MVCs

Central Region Headquarters

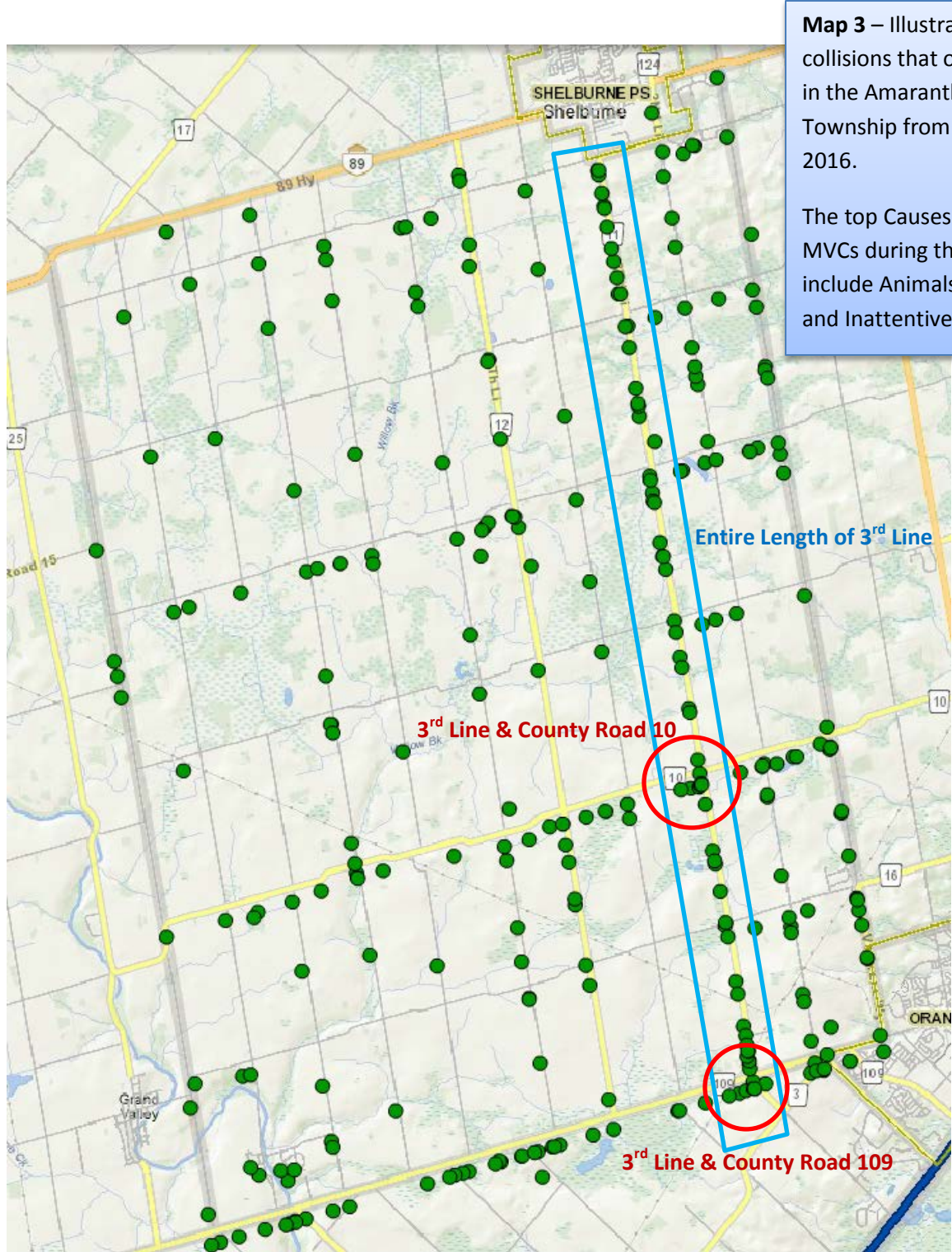


Map 2 – Illustrates all collisions that resulted in a Personal Injury and occurred in the Dufferin Detachment Area from 2012-2016.

The top Causes for PI MVCs during this period include Speed, Inattentive Driving and Loss of Control.

3) DUFFERIN DETACHMENT AREA – Amaranth – 2012-2016, All MVCs

Central Region Headquarters

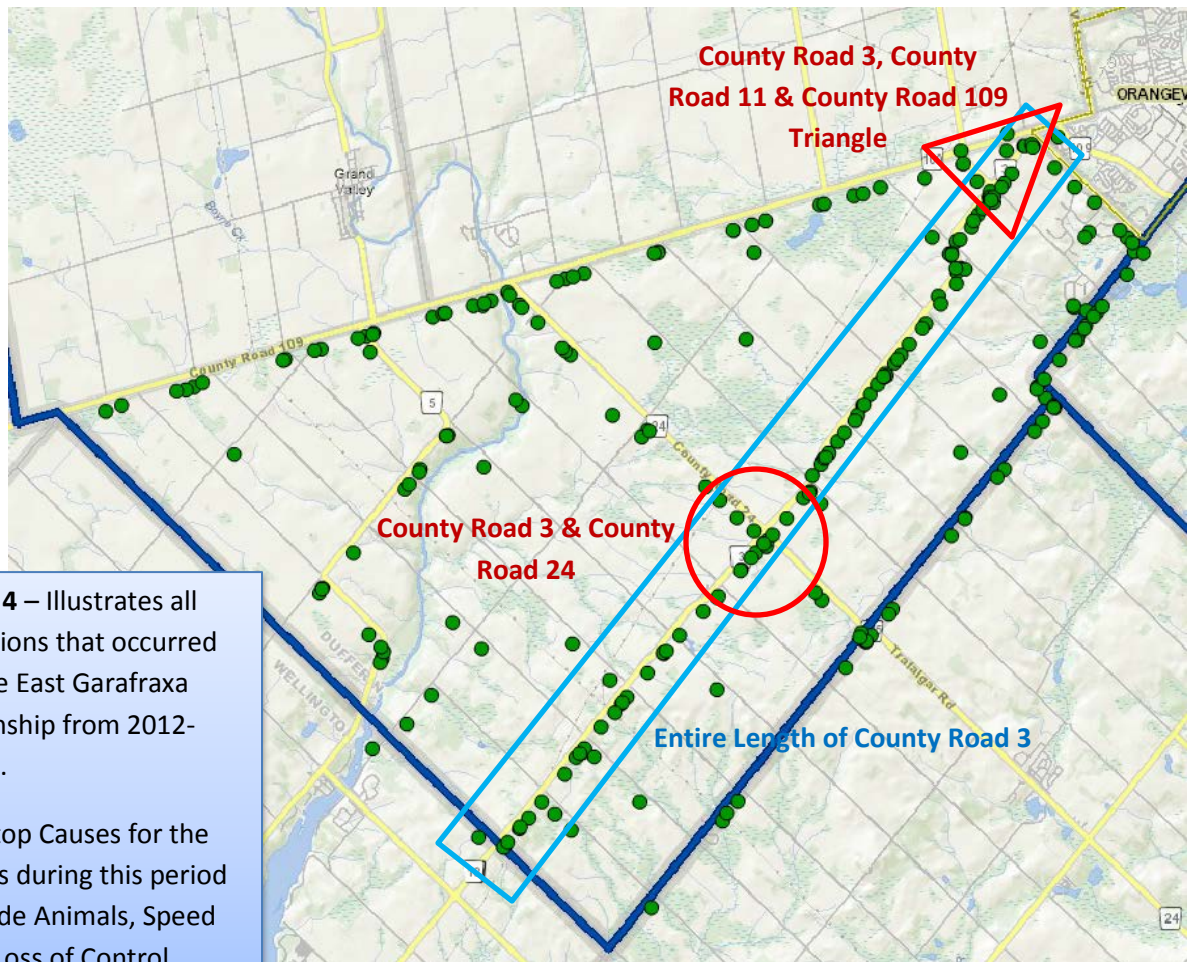


4) DUFFERIN DETACHMENT AREA – East Garafraxa – 2012-2016, All MVCs

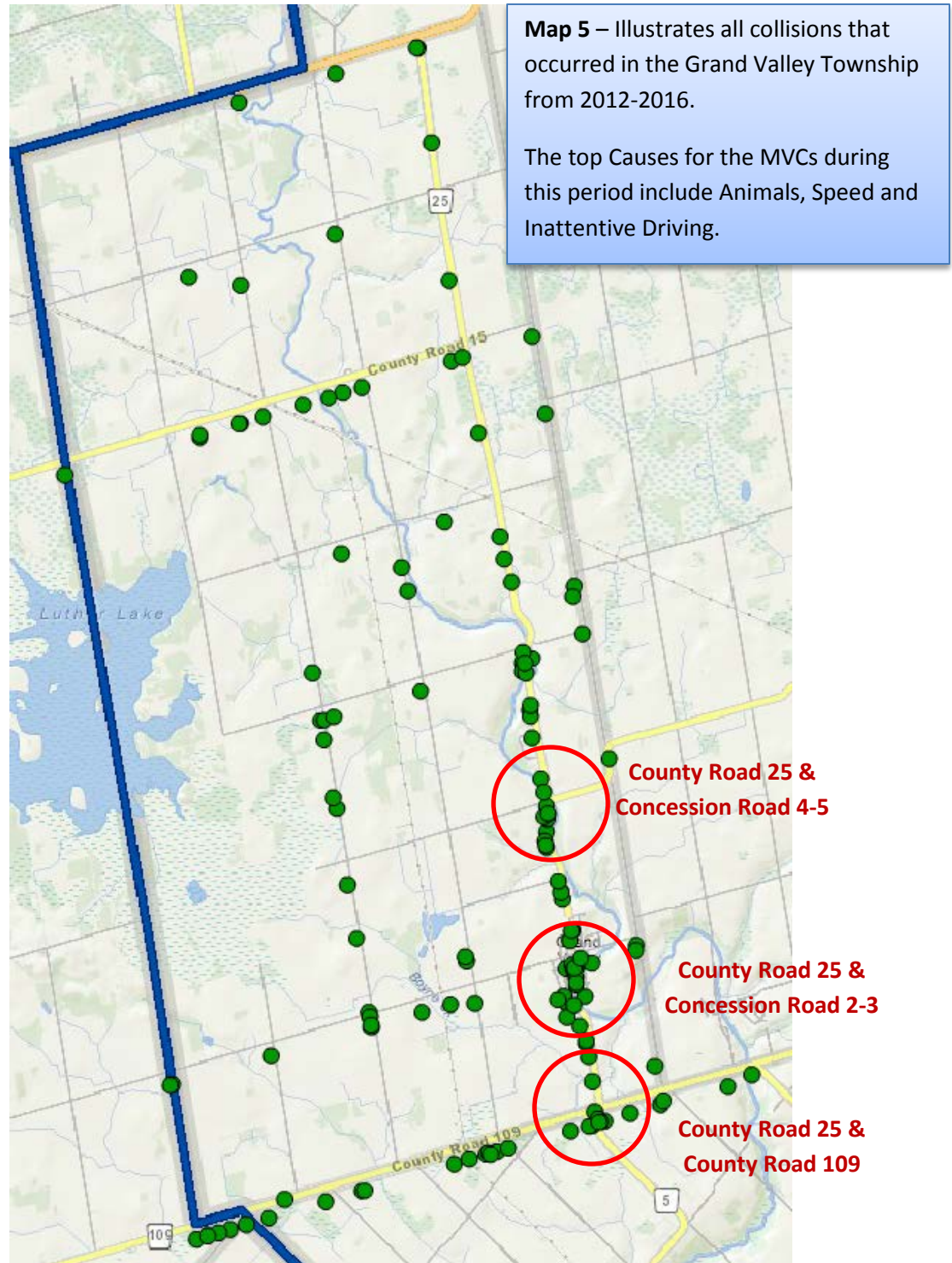
Central Region Headquarters

Map 4 – Illustrates all collisions that occurred in the East Garafraxa Township from 2012-2016.

The top Causes for the MVCs during this period include Animals, Speed and Loss of Control.



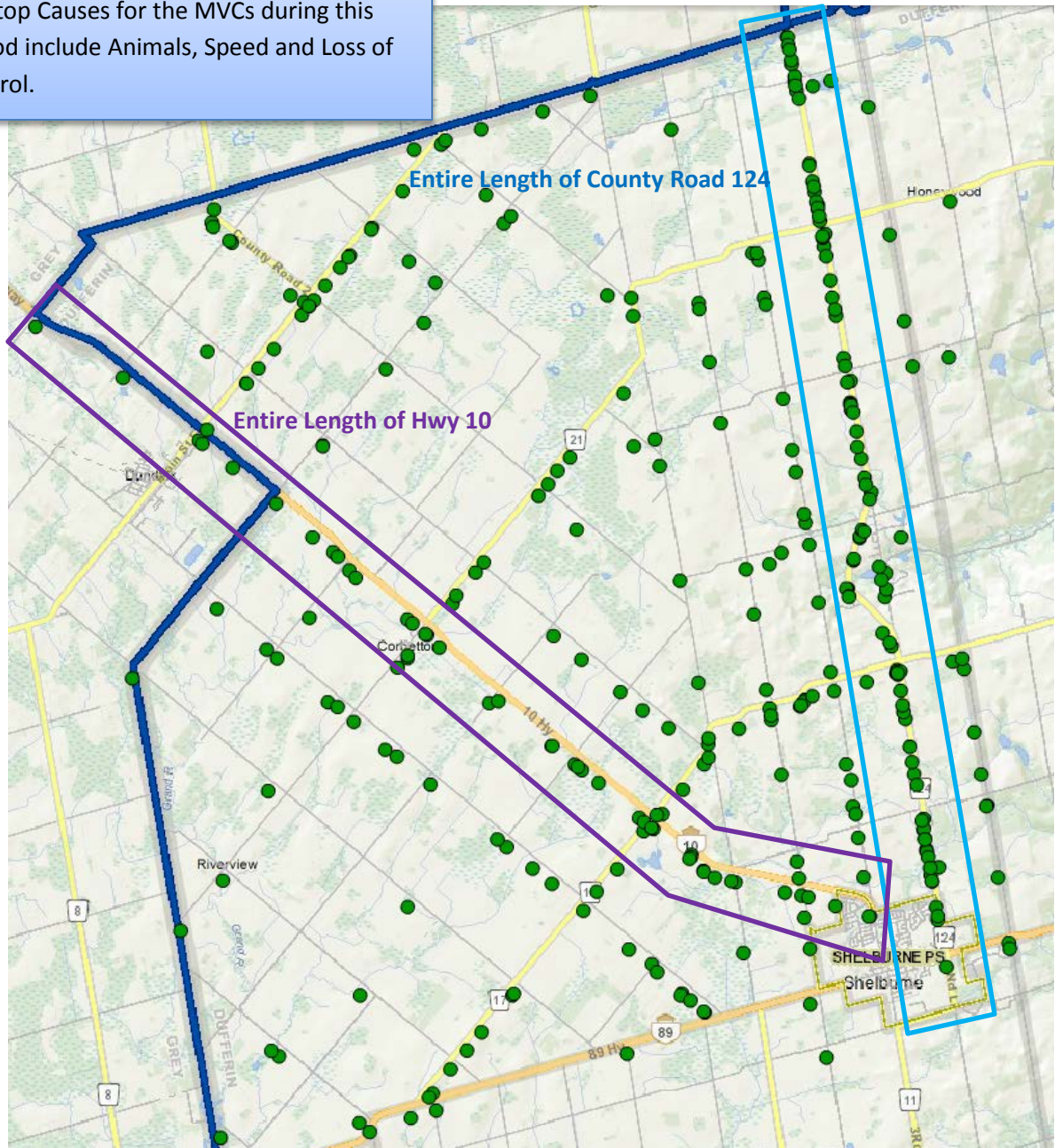
5) DUFFERIN DETACHMENT AREA – Grand Valley – 2012-2016, All MVCs



6) DUFFERIN DETACHMENT AREA – Melancthon – 2012-2016, All MVCs

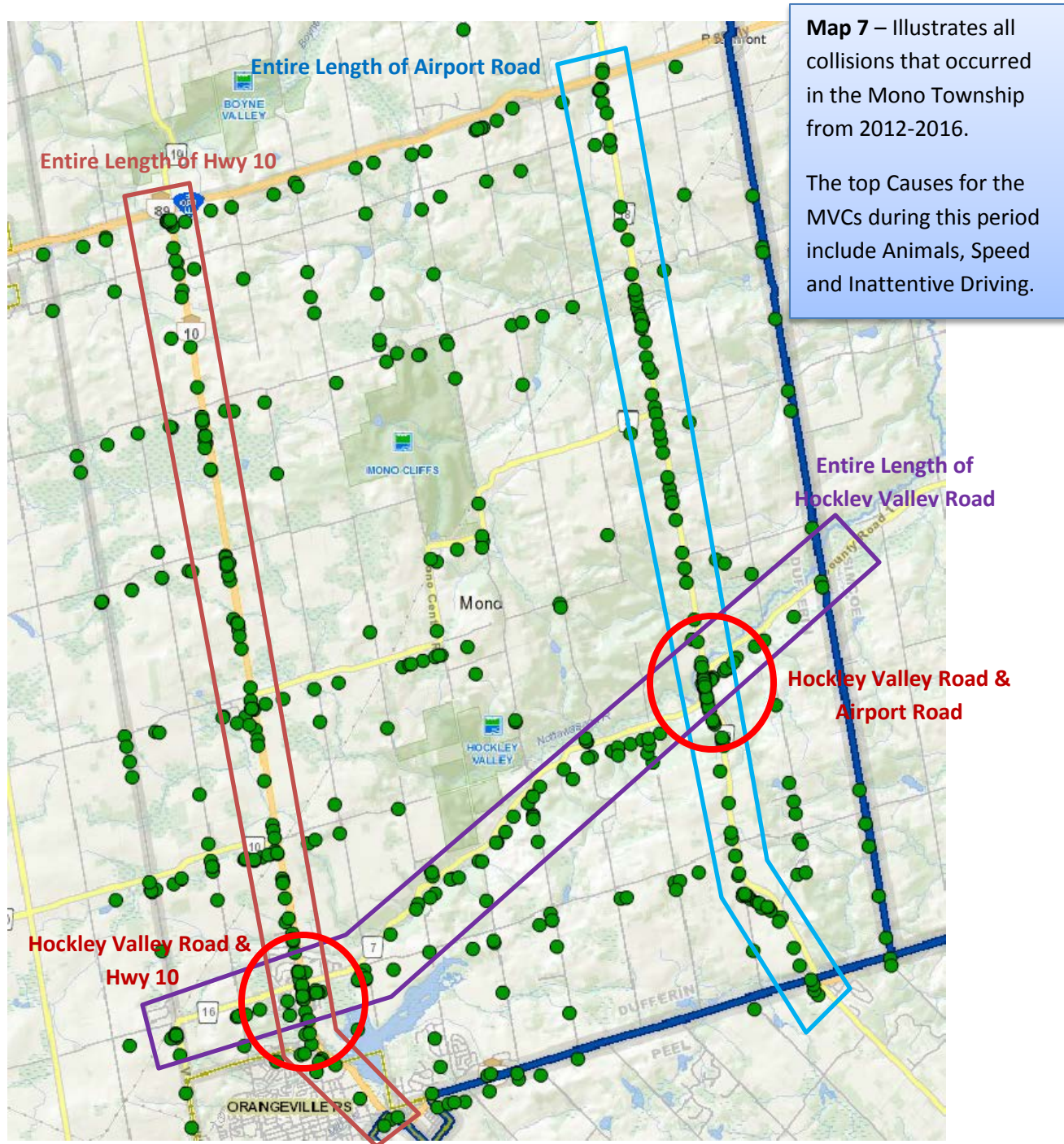
Map 6 – Illustrates all collisions that occurred in the Melancthon Township from 2012-2016.

The top Causes for the MVCs during this period include Animals, Speed and Loss of Control.



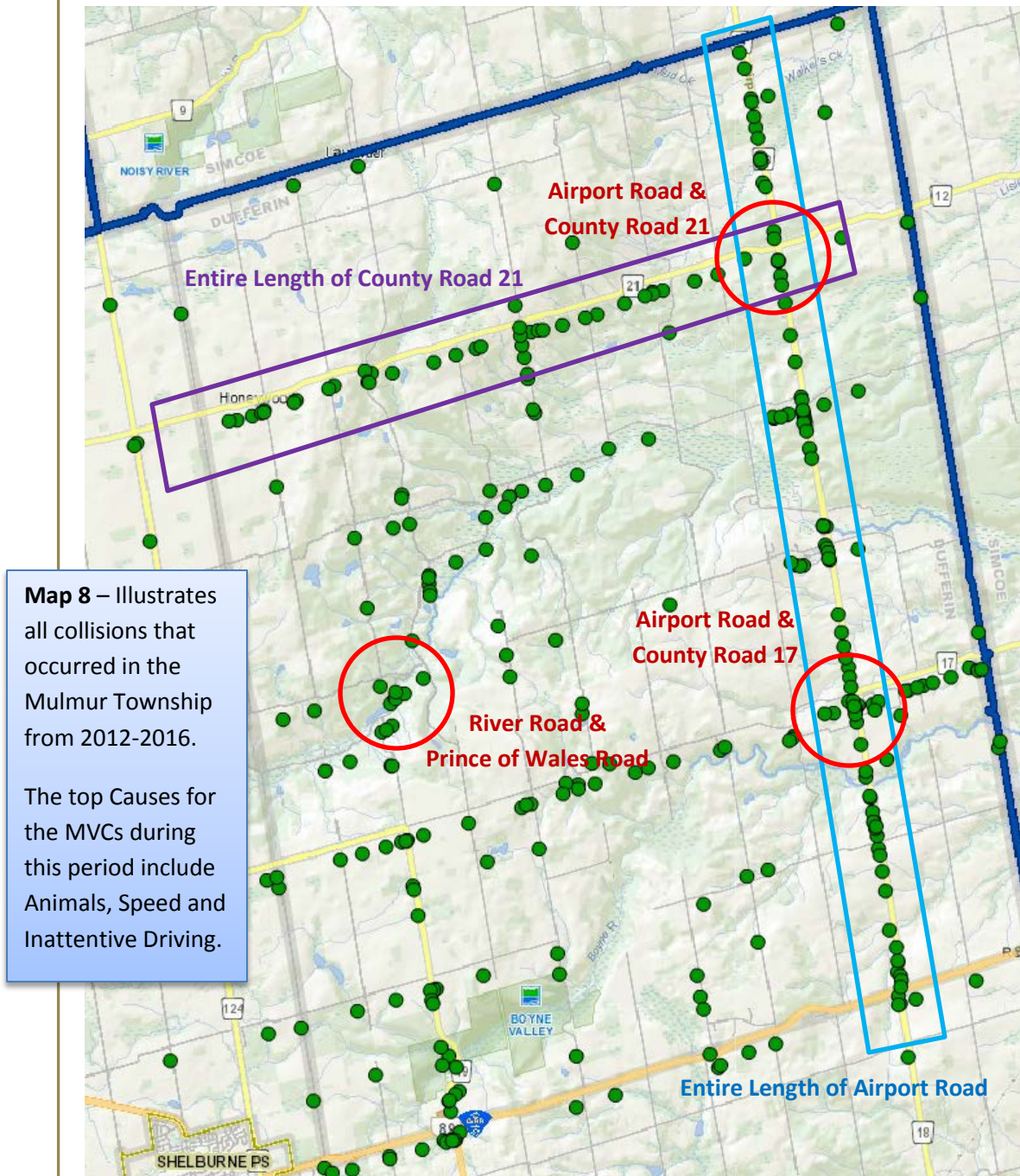
7) DUFFERIN DETACHMENT AREA – Mono – 2012-2016, All MVCs

Central Region Headquarters



8) DUFFERIN DETACHMENT AREA – Mulmur – 2012-2016, All MVCs

Central Region Headquarters



Conclusion & Recommendations

There are several problem areas on each map. Although the visual representation may show concurring results, the determination for the problem intersections and routes are based on the number of collisions that have occurred in those areas.

The top causations for the MVCs have been noted on the map for each municipality. The top causations for **all** collisions in Dufferin County are Speed, Animals, Inattentive Driving and Loss of Control.

Many of the areas noted are busy intersections or roads used by commuters on a daily basis. This is likely a contributing factor into the number of collisions on these roads however is not likely to decrease with time. Increased enforcement and patrols of these areas is recommended.

Additional efforts by officers to reduce the speed of vehicles in the areas should also be made; speed was the second most common factor. As Inattentive Driving and Loss of Control were the third most common factor, it is recommended that targeted enforcement also be made for these issues.

Animals are the #1 factor for collisions in Dufferin. Due to the natural environment that makes up the Dufferin area, this will continue to be a significant issue for this area.

It is recommended that the OPP in partnership with the Dufferin County, work to educate the drivers in Dufferin on the significant risks that exist with regard to animals in the area. Efforts to reduce the risks of animal involved collisions such as education, additional signage on roads, additional lighting on roads and partnerships with landowners to increase visibility along the roads should be made.

Signboards to remind drivers of the current issues affecting their drives may be useful in some of the areas where road conditions can significantly change quickly.

End of report.