



## OFFICIAL NOTICE

### Meeting of Regional Council Revised Agenda

Wednesday, November 27, 2024, 9:30 a.m.

Regional Council Chambers  
Regional Headquarters Building  
605 Rossland Road East, Whitby

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2054.

Note: This meeting will be held in a hybrid meeting format with electronic and in-person participation. Committee meetings may be [viewed via live streaming](#).

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	Pages
1. Call to Order & Traditional Territory Acknowledgement	
2. Roll Call	
3. Declarations of Pecuniary Interest	
4. Adoption of Minutes	
4.1 Regional Council meeting - October 23, 2024	4
4.2 Committee of the Whole meeting – November 13, 2024	20
5. Presentations	
There are no Presentations	
6. Delegations	
There are no Delegations	
7. Communications	
There are no items of correspondence	
8. Reports related to Delegations/Presentations	
There are no Reports related to Delegations/Presentations	
9. Committee Reports	
9.1 Finance and Administration Committee	33
9.2 Health and Social Services Committee	35
9.3 Planning and Economic Development Committee	

	None	
9.4	Works Committee	36
9.5	Committee of the Whole	38
<b>10.</b>	<b>Departmental Reports and Other Resolutions</b>	
10.1	Report #2024-DRT-20 Supplementary Report to Report #2024-DRT-19: 2025 Transit Fares	43
*10.2	Report #2024-COW-48 Confidential Report of the Commissioner of Finance, Commissioner of Works and the Regional Solicitor and Director of Legal Services - Litigation or potential litigation, including matters before administrative tribunals, affecting the Region with respect to BILD and DRHBA et al. v. Durham (Region) (OLT-23-000888)	
	Under Separate Cover	
<b>11.</b>	<b>Notice of Motions</b> There are no Notice of Motions	
<b>12.</b>	<b>Unfinished Business</b> There is no Unfinished Business	
<b>13.</b>	<b>Announcements</b>	
<b>14.</b>	<b>By-laws</b>	
14.1	2024-050 Being a by-law to establish 2025 lower-tier municipal payment due dates and requisition, on an interim basis, from the lower-tier municipalities before the adoption of the 2025 Regional estimates, a sum equal to fifty percent of the taxes requisitioned for Regional purposes made by the Regional Council against the lower-tier municipalities for all property classes in the year 2024.  This by-law implements the recommendations contained in Item #3 of the 7th Report of the Finance & Administration Committee presented to Regional Council on November 27, 2024.	
14.2	2024-051 Being a by-law to authorize the Chair and Treasurer of The Regional Municipality of Durham to borrow from time to time by way of promissory notes, such sum or sums at any one time not exceeding the total amount of \$500,000,000 to meet current expenditures including liabilities of The Regional Municipality of Durham for the year 2025.  This by-law implements the recommendations contained in Item #4 of the 7th Report of the Finance & Administration Committee presented to Regional Council on November 27, 2024.	

14.3 2024-052

Being a by-law to establish rates to be charged by the Region's Court Clerks for processing out-of-jurisdiction provincial offences tickets.

This by-law implements the recommendations contained in Item #1 of the 7th Report of the Finance & Administration Committee presented to Regional Council on November 27, 2024.

14.4 2024-053

Being a by-law to amend By-law 23-2022 - Regional Electric Kick-Scooter.

This by-law implements the recommendations contained in Item #3 of the 8th Report of the Committee of the Whole presented to Regional Council on November 27, 2024.

**15. Confirming By-law**

15.1 2024-054

Being a by-law to confirm the proceedings of the Council of The Regional Municipality of Durham at its meeting on the 27th day of November, 2024.

**16. Adjournment**

Notice regarding collection, use and disclosure of personal information:

Written information (either paper or electronic) that you send to Durham Regional Council or Committees, including home address, phone numbers and email addresses, will become part of the public record. This also includes oral submissions at meetings. If you have any questions about the collection of information, please contact the Regional Clerk/Director of Legislative Services.

## **The Regional Municipality of Durham**

### **MINUTES**

#### **REGIONAL COUNCIL**

**Wednesday, October 23, 2024**

The Council of The Regional Municipality of Durham met in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:30 AM. Electronic participation was offered for this meeting.

Regional Chair Henry assumed the Chair.

#### **1. Traditional Territory Acknowledgment**

Regional Chair Henry read the following land acknowledgement:

The Region of Durham exists on lands that the Michi Saagiig Anishinaabeg inhabited for thousands of years prior to European colonization. These lands are the traditional and treaty territories of the Nations covered under the Williams Treaties, including the Mississaugas of Scugog Island First Nation, Alderville First Nation, Hiawatha First Nation, Curve Lake First Nation, and the Chippewa Nations of Georgina Island, Beausoleil and Rama.

We honour, recognize, and respect Indigenous Peoples as rights holders and stewards of the lands and waters on which we have the privilege to live. In our efforts towards reconciliation, we continue to build and strengthen relationships with First Nations, as well as the large Métis communities and growing Inuit communities here in Durham. We commit to learning from Indigenous values and knowledge, building opportunities for collaboration, and recognizing that we are all connected.

Regional Chair Henry invited members of Council to attend the Strategic Plan Open House between 11:00 AM and 2:00 PM, outside of Council Chambers, to review the draft 2025 Strategic Plan and provide any comments to the staff representatives.

Chair Henry advised that staff are also hosting a second Strategic Plan open house this evening at Regional Headquarters between 6:00 PM and 8:00 PM, and on October 24<sup>th</sup> at the Scugog Community Recreation Centre in Port Perry between 6:00 PM and 8:00 PM.

#### **2. Roll Call**

Councillor Anderson  
Councillor Ashe\*  
Councillor Barton

Councillor Brenner\*  
Councillor Carter  
Councillor Chapman  
Councillor Collier  
Councillor Crawford  
Councillor Dies  
Councillor Garrod  
Councillor Jubb  
Councillor Kerr  
Councillor Leahy\*  
Councillor Lee\*  
Councillor Marimpietri  
Councillor McDougall  
Councillor Mulcahy  
Councillor Neal\*  
Councillor Nicholson\*  
Councillor Pickles attended the meeting at 9:36 AM  
Councillor Roy  
Councillor Schummer\*  
Councillor Shahid  
Councillor Yamada\*  
Regional Chair Henry

**\* indicates members who participated electronically, all other members participated in person**

All members of Council were in attendance with the exception of Councillors Cook Foster, Pickles, Woo and Wotten.

Councillors Foster, and Woo were absent on municipal business.

### **3. Declarations of Pecuniary Interest**

There were no declarations of pecuniary interest made.

### **4. Adoption of Minutes**

Moved by Councillor Carter, Seconded by Councillor Shahid,  
(161) That the minutes of the following meetings be adopted:

- Regular Regional Council meeting held on September 25, 2024;
- Closed Regional Council meeting held on September 25, 2024;
- Regular Committee of the Whole meeting held on October 9, 2024;
- Closed Committee of the Whole meeting held on October 9, 2024.

CARRIED

**5. Presentations**

There were no presentations.

**6. Delegations**

There were no delegations.

**7. Communications**

There were no communications to be considered.

**8. Reports related to Delegations/Presentations**

There are no reports related to Delegations/Presentations.

**9. Committee Reports and any related Notice of Motions**

**9.1 Report of the Finance and Administration Committee**

None

**9.2 Report of the Health and Social Services Committee**

1. Unbudgeted Provincial Funding from the Ministry of Education for the  
Canada-Wide Learning and Child Care System (2024-SS-10)  
[CARRIED]

That unbudgeted Provincial funding from the Ministry of Education in the amount of \$9,066,415, be expended in accordance with the 2024 Canada-Wide Early Learning and Child Care Guidelines and as further detailed in Section 5 of Report #2024-SS-10 of the Commissioner of Social Services.

Moved by Councillor Roy, Seconded by Councillor Dies,  
(162) That the recommendation contained in Item 1 of Report #7 of the Health and Social Services Committee be adopted.

CARRIED

**9.3 Report of the Planning and Economic Development Committee**

None

**9.4 Report of the Works Committee**

1. Lease Renewal with Ivanhoe Cambridge II Inc. and 7503067 Canada Inc.  
for Space Located at 419 King Street West, Suite 180, in the City of  
Oshawa, for use by the Health Department (2024-W-22)  
[CARRIED]

- A) That the Lease Agreement with Ivanhoe Cambridge II Inc. and 7503067 Canada Inc. (collectively, the "Landlord") for premises located at 419 King Street West, Suite 180, in the City of Oshawa, containing approximately 2,539 square feet be renewed with the following terms and conditions:
- i) The renewal term is for a period of five (5) years commencing November 1, 2024, and ending on October 31, 2029;
  - ii) The annual rent for years 1 through 4 of the lease term will be \$36,815.50\*, payable in equal monthly instalments of \$3,067.96\*, based on a rate of \$14.50\* per square foot per annum and \$37,450.25\* per annum in year 5, payable in equal monthly instalments of \$3,120.85\*, based on a rate of \$14.75\* per square foot per annum;
  - iii) Additional rent for the term is estimated at \$27,573.54\* per annum based on a rate of \$10.86\* per square foot payable in equal monthly instalments of \$2,297.80\* to cover operating costs for the premises, including common area maintenance, utilities, taxes and janitorial services. The amount per square foot for additional rent is to be adjusted annually based on actual costs;
  - iv) The Region will have the option to renew the Lease for one additional term of five (5) years under the same terms and conditions, with rent to be negotiated at the time of renewal;
  - v) The Landlord will be responsible for the maintenance, repairs and replacement of the systems, facilities, and equipment necessary to operate the building, the parking lot, and other common areas; and
- B) That the Regional Chair and Clerk be authorized to execute all documents associated with the Lease renewal.  
(\* ) exclusive of applicable taxes

Moved by Councillor Barton, Seconded by Councillor Marimpietri,  
(163) That the recommendations contained in Item 1 of Report #7 of the Works Committee be adopted.

CARRIED

## 9.5 Report of the Committee of the Whole

1. Revisions to the Seaton Phase 1 Regional Infrastructure Front-Ending Agreement to Enlarge the Phase 1 Prestige Employment Lands, to Allocate Additional Residential Units, and to Allow the Construction of a Seaton Phase 2 Region Constructed Water Supply Project as a Phase 1 Project (2024-COW-41)  

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[CARRIED AS AMENDED] [SEE MOTION (166) ON PAGE 13]
- A) That the Regional Municipality of Durham enters into an amending agreement to the Seaton Phase 1 Regional Infrastructure Front-Ending Agreement (Phase 1 RFEA) with the Seaton Landowners Group to:
  - i) Enlarge the Phase 1 Prestige Employment Lands by 80 ha (196 acres) to accommodate the development of a proposed large water user in the food and beverage industry to be located on two parcels of land north and south of Highway 7 and west of North Road, and to set a revised total limit on all development within the Phase 1 Prestige Employment Lands area to **160 ha (396 acres)**;
  - ii) Redefine Phase 2 water supply project, Zone 5 Elevated Tank (WR6), as a Phase 1 Region Constructed Project; and
  - iii) Provide sanitary sewage and water supply system allocation for an additional 2,077 Single Detached Equivalent (SDE) residential units for a revised total limit of 11,877 SDE Units (original 9,800 SDE allocation plus recommended additional 2,077 SDE allocation);
- B) That the Regional Chair and Regional Clerk be authorized to execute the above noted amending agreement to the Phase 1 RFEA in a form satisfactory to the Regional Solicitor;
- C) That Regional staff be authorized to negotiate and award a sole source agreement with WSP Canada Inc. for the provision of consulting engineering services related to the detailed design and contract administration of the Zone 5 Elevated Tank;
- D) That the Commissioner of Finance be authorized to execute the necessary documents related to the sole source agreement; and
- E) That a copy of Report #2024-COW-41 of the Commissioners of Works, Finance, and Planning and Economic Development be provided to the City of Pickering.

2. Transfer Payment Agreement with the Province of Ontario to Support Helicopter Procurement for Joint Air Support Unit and Funding Mechanisms (2024-COW-42)  
[CARRIED]
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- A) That the Commissioner of Finance be authorized to execute a Transfer Payment Agreement (TPA) and any ancillary documents or agreements, in a form acceptable to the Regional Solicitor, with the Ministry of the Solicitor General for funding estimated at \$8 million to \$10.5 million to facilitate the acquisition of a police helicopter to form part of the Joint Air Support Unit;
- B) That if the TPA also includes funding for the operations and maintenance of the helicopter, the Commissioner of Finance be authorized to execute the TPA and any agreements required to facilitate the transfer of the operations and maintenance funding to the Durham Regional Police Service; and
- C) That the Commissioner of Finance be authorized to make interim financing arrangements for the acquisition of the police helicopter at the discretion of the Commissioner of Finance, if necessary due to the timing of the receipt of the Provincial grant funding.

3. Recommended Amendments to the Delegation of Authority By-Law #004-2023 (2024-COW-43)  
[CARRIED]
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- A) That the Delegation of Authority By-law #004-2023 be amended to permit that the Regional Treasurer be provided with the delegated authority to execute the following related to Development Charges with the approval of the Regional Solicitor and the Chief Administrative Officer (CAO):
  - i) Affordable Residential Unit Development Charge (DC) exemption agreements, with the agreements in a format and content satisfactory to the Regional Solicitor;
  - ii) Attainable Residential Unit DC exemption agreements, with the agreements in a format and content satisfactory to the Regional Solicitor; and
  - iii) Any agreements related to the prescribed deferred payment of DCs such as is currently required for rental housing development and institutional development (such as a long-term care, retirement homes or hospices), with the agreements in a format and content satisfactory to the Regional Solicitor.

4. Motion Regarding Enhancing Shelter Supports for Women and Survivors of Intimate Partner Violence  
[CARRIED]

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Whereas there is a nationwide intimate partner violence (IPV) crisis, in which more than 4 in 10 (6.2 million) women and 1 in 3 men have experienced intimate partner violence, and rates increased 19% between 2014 and 2022;

Whereas 78% of victims of police-reported intimate partner violence in 2022 were women and girls, and in 2019 rates were 3.5 times higher among women than men;

Whereas intimate partner violence, in 2009, was estimated to cost \$7.4 billion annually to the public system, impacting municipal budgets for public safety and housing;

Whereas rural, remote, and northern communities experience disproportionate rates of IPV, with risk of IPV 75% higher for women in rural communities than women in urban communities, and 73% of survivors in rural communities at high risk of being in severe or extreme danger of being killed;

Whereas Indigenous women are 3 times more likely to experience IPV than non-Indigenous women, and are 8 times more likely to be murdered by intimate partners than non-Indigenous women, because of the intersections between colonialism, racism, and misogyny;

Whereas IPV is a phenomenon which affects Black and racialized women, women with disabilities, and 2SLGBTQIA+ people disproportionately;

Whereas women's shelters nationwide consistently struggle with permanent funding to provide essential transitional, family, and permanent housing solutions for women fleeing IPV, and as COVID-oriented funding expires and piecemeal efforts to fund women's shelter systems result in women experiencing IPV being continually at risk;

Whereas the federal government has made gender-based violence (GBV) and IPV priorities across ministries and agencies through the National Strategy to Address Gender-Based Violence and the National Action Plan to End Gender-based Violence, signing bilateral agreements with provinces and territories, but gaps remain;

Now therefore be it resolved:

- A) That the Regional Municipality of Durham calls on the federal government to create a permanent fund, open to local governments and community organizations, for the construction of shelters and transitional housing for women and survivors of intimate partner violence, including housing appropriate for Indigenous, 2SLGBTQIA+ people, and persons with disabilities, with a dedicated rural, remote, and northern (RRN) stream;
- B) That the Regional Municipality of Durham calls on the federal government to work with the provinces and territories to provide permanent operational funding, open to local governments and community organizations, for shelters, transitional housing, and supportive housing for women and survivors of intimate partner violence, including Indigenous, 2SLGBTQIA+ people, and persons with disabilities; and
- C) That a copy of this resolution be forwarded to Durham Region Federal MPs, and relevant ministers, Provincial MPPs and relevant ministers, local area municipalities and local non-profits supporting victims of IPV.

5. Motion Requesting Immediate Federal Government Support for Asylum Claimants in Municipalities

[CARRIED]

Whereas municipalities have been at the forefront of supporting asylum claimants and refugees and providing essential settlement and housing services;

Whereas the rapid and sharp increase of asylum claims in Toronto, Montreal, Hamilton and other municipalities, particularly in the Greater Toronto and Hamilton Area (GTHA), are putting municipal governments under significant pressure;

Whereas without federal action, asylum claimants will not have permanent shelter and housing options once they leave temporary accommodations, and the current crisis will continue to grow;

Whereas refugees and asylum claimants make up over 40% of Hamilton's population in shelters, and is creating massive pressure on Hamilton's already overwhelmed shelter system that is under resourced to meet the unique and complex needs of asylum claimants;

Whereas the supports provided to municipalities to receive asylum claimants are often short-term and focused on emergency response and shelter, but do not ensure permanent settlement and housing options for asylum claimants, including a focus on homeless prevention and long-term stability;

Whereas the crisis of asylum claimants has inextricable links to the housing, homelessness and mental health crises in Canada and the immense pressure on municipal shelter, transitional and supportive housing systems;

Whereas equity-deserving communities are disproportionately represented in asylum claimant populations seeking immediate necessary support which can also lead to further stigmatization and experiences of racism, discrimination, and harassment;

Whereas action on behalf of the federal government and investing in supports to combat racism, specifically anti-Black racism, is imperative as asylum seekers commonly face racism and other forms of discrimination and hate;

Whereas municipalities across Canada are committed to fostering diverse, inclusive and welcoming communities for all individuals seeking asylum and tackling anti-Black racism and other forms of racism;

Whereas Hamilton, Toronto and other municipalities in the Greater Toronto Hamilton Area (GTHA) have been advocating for additional federal supports for asylum claimants over the past year;

Now therefore be it resolved:

That the Regional Municipality of Durham strongly urge the federal government to take immediate action to support asylum claimants in Canadian municipalities by taking the following actions:

- A) Immediately provide financial support and reimbursements directly to municipalities to address the immediate short-term needs of asylum claimants and refugees through top-ups to the Canada Housing Benefit and the Interim Housing Assistance Program (IHAP);
- B) An ongoing commitment of Interim Housing Assistance Program (IHAP) funding to address estimated annual costs for refugees in 2024, and commit to future funding until the demand for shelter returns to sustainable levels;

- C) Collaborate with municipal governments to develop a long-term strategy to enhance capacity of local governments to effectively support asylum claimants and refugees, including through the development of tripartite agreements between municipalities, provinces and territories and the federal government to enhance cross-government coordination in providing immediate supports to asylum claimants;
- D) Recognizing that the rise in asylum seeking populations pursuing refuge in Canada is occurring in the midst of a housing crisis, provide additional funding through National Housing Strategy programs and the Canada Housing Benefit to support asylum claimants in the medium- and long-term;
- E) Broaden the eligibility for federally-funded settlement services to include asylum claimants who currently can only access provincially-funded services and also that settlement services be funded to support newcomers with housing searches as at present they are mostly limited to orientation, language instruction, and employment;
- F) Extend and make permanent the Rapid Housing Initiative with another intake in 2024/25 to enable municipalities to invest in supportive housing on an urgent basis and relieve pressure on the shelter system, and work with the provinces and territories to ensure that supportive units have wrap-around health and social supports and long-term operating funding; and
- G) That a copy of this resolution be forwarded to Durham Region Federal MPs and relevant ministers, Provincial MPPs and relevant ministers, and local area municipalities.

6. Motion Requesting Federal Government Support for Food Banks  
[CARRIED]

Whereas financial and affordability pressures related to soaring mortgage and rent costs, inflated grocery costs, stagnating wages, and limited avenues for social assistance have pushed significantly more people toward food insecurity;

Whereas people with fixed incomes, including seniors and social assistance recipients, are at extremely high risk of food insecurity and continue to struggle disproportionately as their dollars are being spread thinner;

Whereas challenges are also continuing to grow for working people, renters, and people living in remote and northern regions of Canada;

Whereas racialized Canadians are disproportionately impacted by each of these factors, as the systemic barriers they face have been further exacerbated by the economic and affordability crisis of the past few years;

Whereas food banks were established as a temporary solution to the increasing cost of food and needs in the community but are now part of a system that government and communities heavily and increasingly rely on;

Whereas it has been more than a full year since Food Banks Canada sounded the alarms in the HungerCount 2022 report, calling for action to be taken immediately to help the millions of struggling Canadians from coast to coast to coast;

Where the Food Banks Canada report from March 2023, indicates that nearly 2 million Canadians accessed food banks across the country, a 32 per cent increase from March 2022 and a 78.5 per cent increase from March 2019, which is the highest year-over-year increase in usage ever reported;

Whereas the “Emergency Food Security Fund” was established by the Federal Government to address urgent needs during the pandemic but food insecurity has only worsened, and the Federal Government no longer has a program to provide ongoing support to Food Banks;

Whereas the majority of support received by food banks is through community fundraising and donations but given financial pressures faced by individuals, these donations are declining;

Whereas in certain communities, people who were donating to food banks are now instead accessing the food bank;

Whereas the need to address the food insecurity crisis touches on many of the Federation of Canadian Municipalities (FCM) focus areas, including the Inclusive Communities focus area;

Now therefore be it resolved:

That the Regional Municipality of Durham calls on the Federal Government to help address the food insecurity crisis by providing emergency funding for the purchase of locally sourced food products to food banks, food rescue agencies, and farmers markets providing emergency food assistance, and recognize the systemic issues involved in food bank usage, including affordability, inequality, core housing need and insufficient social supports, in order to end food insecurity; and

That a copy of this resolution be forwarded to Durham Region Federal MPs and relevant ministers, Provincial MPPs and relevant ministers and local area municipalities.

7. Motion Regarding Harassment of Elected Local Government Officials  
[CARRIED]

Whereas in recent years, there has been an alarming rise in incidents of harassment, intimidation and acts of violence aimed at elected local government officials, compounding the already strenuous work conditions faced by many local leaders and hindering their retention;

Whereas women, particularly Black and racialized women, are disproportionately targeted by violence and harassment toward elected officials;

Whereas increasing the number of elected women, Black and racialized, and 2SLGBTQIA+ representatives in Canada is a priority for local governments and the federal government;

Whereas severe abuse, both online and in-person, has the potential to discourage underrepresented groups from joining and remaining engaged in local politics, limiting the diversity of opinion needed in healthy democracies;

Whereas all elected officials have an ability to show leadership on this issue by modeling behaviour, and should always strive to elevate debate, embrace differences of opinion, disagree respectfully and focus on issues of policy and substance;

Now therefore be it resolved:

- A) That the Regional Municipality of Durham request that the federal government work with provinces, territories, and local governments, including through the Federation of Canadian Municipalities, to identify and implement measures to protect elected local government officials, their family members, and staff – especially women, members of Black and racialized communities, and 2SLGBTQIA+ individuals, persons with disabilities, and Indigenous people – from harassment, intimidation, and threats, thereby reinforcing a unified front to safeguard democracy;
- B) That the Region of Durham calls on all elected officials of all orders of government to lead by example, demonstrating civility and mutual respect for their political counterparts; and
- C) That a copy of this resolution be forwarded to Durham Region Federal MPs, Provincial MPPs, the Minister of Municipal Affairs and Housing, the Integrity Commissioner of Ontario and local area municipalities.

Moved by Councillor Chapman, Seconded by Councillor Crawford,  
(164) That the recommendations contained in Items 2 to 7 inclusive of Report #7 of the Committee of the Whole be adopted.

CARRIED

Moved by Councillor Chapman, Seconded by Councillor Crawford,  
(165) That the recommendations contained in Item 1 of Report #7 of the Committee of the Whole be adopted.

CARRIED AS AMENDED

(See Following Motion)

Moved by Councillor Barton, Seconded by Councillor Ashe,  
(166) That the main motion (165) of Councillors Chapman and Crawford to adopt the recommendations contained in Item 1 of the Report #7 of the Committee of the Whole be amended in Part A) i) to increase the revised total limit on all development within the Phase 1 Prestige Employment Lands area from 125 ha (310 acres) to 160 ha (396 acres).

CARRIED

The main motion (165) of Councillors Chapman and Crawford to adopt the recommendations contained in Item #1 of Report #7 of the Committee of the Whole was then put to a vote and CARRIED AS AMENDED.

## **10. Departmental Reports & Other Resolutions**

### **10.1 Enterprise Data Backup and Recovery Standardization (2024-A-14)**

[CARRIED]

Moved by Councillor Crawford, Seconded by Councillor Kerr,  
(167) A) That Commvault's suite of data backup and recovery products be approved as the corporate standard until December 31, 2031, to ensure uniformity within and across the Region's information technology needs; and

B) That the Commissioner of Finance be authorized to execute the agreement with Commvault after the competitive bidding process is completed.

CARRIED

### **10.2 Detailed Design Services for the Unbudgeted Redevelopment of the Durham Regional Local Housing Corporation (DRLHC) property at 409 Centre Street, Whitby (2024-SS-12)**

[CARRIED]

Moved by Councillor Chapman, Seconded by Councillor Pickles,

(168) A) That an unbudgeted capital project for the detailed design for the redevelopment of the Durham Regional Local Housing Corporation (DRLHC) site at 409 Centre Street, in the Town of Whitby, in the amount of up to \$500,000 before applicable taxes be approved and be funded from the reallocation of funds from previously approved DRLHC capital projects at 409 Centre Street in the amount of \$488,000, with the remaining balance of \$12,000 to be financed at the discretion of the Commissioner of Finance; and

B) That the Commissioner of Finance be authorized to execute any necessary related agreements.

CARRIED

10.3 Confidential Report of the Commissioner of Corporate Services – Labour Relations/Employee Negotiations with respect to the Canadian Union of Public Employees (“CUPE”), Local 1764 (2024-A-15)

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[CARRIED]

Moved by Councillor Anderson, Seconded by Councillor Garrod,

(169) That the recommendations contained in Confidential Report #2024-A-15 of the Commissioner of Corporate Services be approved.

CARRIED

## 11. Notice of Motions

There were no notice of motions.

## 12. Unfinished Business

There was no unfinished business to be considered.

## 13. Announcements

Various announcements were made relating to activities and events within the Region and area municipalities.

## 14. By-laws

2024-043 Being a by-law to authorize the borrowing upon instalment debentures in the aggregate principal amount of \$4,649,000.00 (\$2,449,000.00 aggregate principal amount of 10 year instalment debentures and \$2,200,000.00 principal amount of 15 year instalment debentures) for capital works of The Corporation of the Town of Ajax.

This by-law implements the recommendations contained in Item #2 of the 6<sup>th</sup> Report of the Finance & Administration Committee presented to Regional Council on September 25, 2024.

- 2024-044 Being a by-law to authorize the borrowing upon instalment debentures in the aggregate principal amount of \$51,867,000.00 (\$650,000.00 principal amount of 10 year instalment debentures and \$51,217,000.00 aggregate principal amount of 20 year instalment debentures) for capital works of The Corporation of the Municipality of Clarington.

This by-law implements the recommendations contained in Item #2 of the 6<sup>th</sup> Report of the Finance & Administration Committee presented to Regional Council on September 25, 2024.

- 2024-045 Being a by-law to authorize the borrowing upon instalment debentures in the principal amounts authorized by by-laws Numbers 2024-043 and 2024-044 in the aggregate principal amount of \$56,516,000.00 (\$3,099,000.00 aggregate principal amount of 10 year instalment debentures, \$2,200,000.00 principal amount of 15 year instalment debentures and \$51,217,000.00 aggregate principal amount of 20 year instalment debentures) and the issuing of one series of instalment debentures therefor.

This by-law implements the recommendations contained in Item #2 of the 6<sup>th</sup> Report of the Finance & Administration Committee presented to Regional Council on September 25, 2024.

- 2024-046 Being a by-law to authorize the borrowing upon 10 year instalment debentures in the aggregate principal amount of \$7,469,000.00 for capital works and classes of works of The Corporation of the City of Oshawa.

This by-law implements the recommendations contained in Item #2 of the 6<sup>th</sup> Report of the Finance & Administration Committee presented to Regional Council on September 25, 2024.

- 2024-047 Being a by-law to amend By-law #04-2023 to provide the Commissioner of Finance/Regional Treasurer with the authority to execute Affordable Residential Unit Development Charge (DC) exemption agreements, Attainable Residential Unit DC exemption agreements and any agreement related to the prescribed deferred payment of DCs such as is currently required for rental housing development and institutional development in a form and content satisfactory to the Regional Solicitor.

This by-law implements the recommendations contained in Item #3 of the 7<sup>th</sup> Report of the Committee of the Whole Committee presented to Regional Council on October 23, 2024.

Moved by Councillor Barton, Seconded by Councillor Carter,  
(170) That By-law Numbers 2024-043 to 2024-047 inclusive be passed.

CARRIED

**15. Confirming By-law**

2024-048 Being a by-law to confirm the proceedings of the Council of The Regional Municipality of Durham at its meeting on the 23<sup>rd</sup> day of October, 2024.

Moved by Councillor Barton, Seconded by Councillor Carter,  
(171) That By-law Number 2024-048 being a by-law to confirm the proceedings of the Council of the Regional Municipality of Durham at their meeting held on October 23, 2024 be passed.

CARRIED

**16. Adjournment**

Moved by Councillor McDougall, Seconded by Councillor Kerr,  
(172) That the meeting be adjourned.

CARRIED

The meeting adjourned at 9:55 AM

Respectfully submitted,

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John Henry, Regional Chair & CEO

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Alexander Harras, Regional Clerk

**The Regional Municipality of Durham**

**MINUTES**

**COMMITTEE OF THE WHOLE**

**Wednesday, November 13, 2024**

A regular meeting of the Committee of the Whole was held on Wednesday, November 13, 2024 in the Council Chambers, Regional Headquarters Building, 605 Rossland Road East, Whitby, Ontario at 9:31 AM. Electronic participation was offered for this meeting.

Regional Chair Henry assumed the Chair.

**1. Roll Call**

Present: Councillor Anderson  
Councillor Ashe\*, left the meeting at 12:19 PM  
Councillor Barton  
Councillor Brenner\*  
Councillor Chapman  
Councillor Collier, left the meeting at 10:19 AM due to municipal business  
and returned to the meeting at 10:40 AM  
Councillor Cook\*, left the meeting at 11:38 AM and returned to the meeting  
at 12:18 PM  
Councillor Crawford  
Councillor Dies  
Councillor Foster\*  
Councillor Garrod  
Councillor Jubb\*  
Councillor Kerr  
Councillor Leahy  
Councillor Lee  
Councillor Marimpietri  
Councillor McDougall, left the meeting at 12:17 PM due to municipal  
business  
Councillor Mulcahy  
Councillor Neal\*, left the meeting at 12:55 PM  
Councillor Nicholson\*  
Councillor Pickles  
Councillor Roy  
Councillor Schummer\*  
Councillor Shahid, left the meeting at 12:59 PM  
Councillor Woo  
Councillor Wotten\*, attended the meeting at 9:56 AM and left the meeting at  
12:53 PM due to municipal business  
Councillor Yamada  
Regional Chair Henry

**\* denotes staff participating electronically**

All members of Committee were present with the exception of Councillor Carter.

**Staff**

Present: S. Austin, E. Baxter-Trahair, M. Broderick\*, A. Burgess, B. Bridgeman, D. Culp, S. Danos-Papaconstantinou\*, S. Dessureault, S. Foroutani\*, P. Gee, C. Goodchild, B. Goodwin, A. Harras, A. Hector-Alexander, J. Hunt, B. Holmes, R. Inacio, R. Jagannathan, R.J. Kyle, C. Leitch, L. Lavery, I. McVey, N. Pincombe, C. Taylor\*, N. Taylor, E. Valant\*, S. Vamathevan, and V. Walker

**\*denotes staff participating electronically**

**2. Declarations of Pecuniary Interest**

There were no declarations of pecuniary interest.

**3. Statutory Public Meetings**

There were no statutory public meetings.

**4. Presentations**

**4.1 Kevin Kamau, Founder & Consultant, Ediseed and Ekua Quansah, Consulting Partner, Ediseed, Re: DEI Strategy Development - Councillor Feedback**

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A. Hector-Alexander, Director, Diversity, Equity, and Inclusion introduced K. Kamau, Founder & Consultant, Ediseed and E. Quansah, Consulting Partner, Ediseed to present a PowerPoint presentation regarding DEI Strategy Development – Councillor Feedback.

Highlights from the presentation included:

- Introductions
- Vision and Mission
- Project Outline
- Discussion
- Survey Questions

K. Kamau and E. Quansah responded to questions from the Committee regarding the current barriers to creating equal access to regional services across all local municipalities of the Region of Durham, due to the differing conditions of each municipality; whether residents with limited access and time constraints are being considered when determining community engagement strategies; and concerns about the distinction between the roles of the Region of Durham and the lower-tier municipalities in developing the DEI strategy.

4.2 Chris Leitch, Manager, Transportation Planning, Danielle Culp, Project Planner, and Kate Whitfield, Principal, Alta Planning + Design Canada, Re: Durham Region Cycling Wayfinding and Signage Strategy (2024-COW-45) [Item 7.2]

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C. Leitch, Manager, Transportation Planning, D. Culp, Project Planner, and K. Whitfield, Principal, Alta Planning + Design Canada provided a PowerPoint presentation regarding Durham Region Cycling Wayfinding and Signage Strategy.

Highlights from the presentation included:

- Introduction and Background
- Purpose
- Outcomes and Impact
- Foundations of the Cycling Wayfinding and Signage Strategy
- Alignment with Regional Plans and Policies
- The Network
- Vision
- Project Timeline and Engagement
- Audience Groups and Engagement Activities
- What We Heard
- Overview of Cycling Wayfinding and Signage Strategy Components
- Destinations
- Destination Hierarchy
- Establishing an Identity for the Primary Cycling Network (PCN)
- Sign Family Concept
- Implementation Plan
  - Phasing
  - Roles and Responsibilities
- Maintenance Considerations
- Funding Tools and Approach
- Conclusion and Next Steps

C. Leitch and D. Culp responded to questions from the Committee regarding what the Memorandum of Understanding (MOU) will look like when the cycling track ends regionally within a lower-tier municipality; whether Cycling Wayfinding Signage will continue into lower-tier municipalities; the potential impact of the new provincial legislation governing bicycle lanes within the Region of Durham; whether there are any measures in place to monitor the usage of the Region of Durham's cycling network; the difference between the current signage for cyclists and the proposed Cycling Wayfinding signage; whether funding for the signage will be provided by the Region of Durham or by local municipalities depending on the jurisdiction of the cycling routes; whether the Trans Canada Trail will be a part of the Regional Cycling Plan (RCP); safety concerns related to the current condition of some roadways in the Primary Cycling Network (PCN); whether natural corridors are being optimized in the RCP; how the layout of the signage

will be designed and distributed throughout the Region of Durham; the current kilometres of cycling facilities across all eight area municipalities; collaboration with cycling groups within the Region of Durham while developing the PCN; and concerns about the location of the PCN.

Staff provided clarification regarding the comprehensive consultation process through which the PCN was established and incorporated into the 2021 Regional Cycling Plan and confirmed that the PCN had been reviewed and approved by Council.

## **5. Delegations**

### **5.1 Doug Glass, Durham Resident, Re: 2023 Durham Region Financial Statements and Financial Information Report**

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Moved by Councillor Chapman, Seconded by Councillor Anderson,  
(77) That the Rules of Procedure be suspended in order to allow Mr. Glass to appear as a delegation.

CARRIED ON THE FOLLOWING RECORDED  
VOTE (A 2/3rds VOTE WAS ATTAINED):

#### Yes

Councillor Anderson  
Councillor Ashe  
Councillor Barton  
Councillor Chapman  
Councillor Crawford  
Councillor Dies  
Councillor Foster  
Councillor Jubb  
Councillor Kerr  
Councillor Leahy  
Councillor Lee  
Councillor McDougall  
Councillor Mulcahy  
Councillor Neal  
Councillor Nicholson  
Councillor Pickles  
Councillor Roy  
Councillor Schummer  
Councillor Shahid  
Councillor Woo  
Councillor Wotten  
Councillor Yamada  
Regional Chair Henry

#### No

Councillor Brenner  
Councillor Collier  
Councillor Garrod

Members Absent: Councillor Carter  
Councillor Cook  
Councillor Marimpietri

Declarations of Interest: None

Moved by Councillor Collier, Seconded by Councillor Woo,  
(78) That the delegations by Doug Glass on the 2023 Durham Region  
Financial Statements and Financial Information Report be deferred to the  
December 12, 2024 Special Committee of the Whole meeting.

CARRIED ON THE FOLLOWING RECORDED  
VOTE:

Yes

Councillor Anderson  
Councillor Ashe  
Councillor Barton  
Councillor Brenner  
Councillor Chapman  
Councillor Collier  
Councillor Dies  
Councillor Foster  
Councillor Garrod  
Councillor Jubb  
Councillor Kerr  
Councillor Leahy  
Councillor McDougall  
Councillor Mulcahy  
Councillor Pickles  
Councillor Roy  
Councillor Shahid  
Councillor Woo  
Councillor Wotten  
Regional Chair Henry

No

Councillor Crawford  
Councillor Lee  
Councillor Neal  
Councillor Nicholson  
Councillor Schummer  
Councillor Yamada

Members Absent: Councillor Carter  
Councillor Cook  
Councillor Marimpietri

Declarations of Interest: None

Moved by Councillor Chapman, Seconded by Councillor Kerr,  
(79) That the Committee recess for 10 minutes.

CARRIED

The Committee recessed at 11:42 AM and reconvened at 12:02 PM

A roll call was conducted following the recess and all members of the Committee were present with the exception of Councillors Carter and Cook.

**6. Correspondence**

There was no correspondence.

**7. Reports**

**7.1 Enbridge Franchise Agreement Renewal (2024-COW-44)**

Report #2024-COW-44 from J. Hunt, Regional Solicitor and Director of Legal Services, was received.

Moved by Councillor McDougall, Seconded by Councillor Anderson,  
(80) That we recommend to Council:

- A) That staff be authorized to enter into a franchise agreement with Enbridge Gas Inc. in the form of the Model Franchise Agreement attached hereto as Attachment #1 to Report #2024-COW-44 of the Regional Solicitor and Director of Legal Services, for a term of up to 20 years;
- B) That the draft by-law generally in the form attached hereto as Attachment #2 to Report #2024-COW-44, be approved;
- C) That the draft by-law and agreed-to franchise agreement be authorized for submission to the Ontario Energy Board for approval pursuant to the provisions of Section 9 of the Municipal Franchises Act;
- D) That the Ontario Energy Board be requested to make an Order declaring and directing that the assent of the municipal electors to the draft by-law and franchise agreement pertaining to the Corporation of the Regional Municipality of Durham is not necessary, pursuant to the provisions of Section 9(4) of the Municipal Franchises Act; and
- E) That the recommendations contained in the confidential memorandum from the Regional Solicitor (as contained in Attachment #3 to Report #2024-COW-44), be adopted.

CARRIED

**7.2 Durham Region Cycling Wayfinding and Signage Strategy (2024-COW-45)**

Report #2024-COW-45 from B. Bridgeman, Commissioner of Planning and Economic Development, N. Taylor, Commissioner of Finance and R. Jagannathan, Commissioner of Works, was received.

Moved by Councillor McDougall, Seconded by Councillor Anderson,

(81) That we recommend to Council:

- A) That the Cycling Wayfinding and Signage Strategy, provided as Attachment #1 to Report #2024-COW-45 of the Commissioner of Planning and Economic Development, Commissioner of Finance and Commissioner of Works, be endorsed; and
  - i) Aligned with current practice and the existing Council approved funding formula for cycling infrastructure, that the Region will be responsible for funding, implementation, and maintenance of cycling wayfinding signage along on-road cycling facilities on Regional Roads, with area municipalities or other agencies to hold responsibility for funding, implementation, and maintenance of cycling wayfinding signage along all other corridors of the Primary Cycling Network, depending on route jurisdiction; and
- B) That the Cycling Wayfinding and Signage Strategy actions be considered along with all other priorities through future annual Regional Business Plans and Budget processes.

CARRIED

### 7.3 Regional Electric Kick Scooter By-law Extension (2024-COW-46)

Report #2024-COW-46 from B. Bridgeman, Commissioner of Planning and Economic Development, R. Jagannathan, Commissioner of Works and J. Hunt, Regional Solicitor and Director of Legal Services, was received.

Moved by Councillor McDougall, Seconded by Councillor Anderson,

(82) That we recommend to Council:

- A) That the Effective Date be removed from the Regional Electric Kick Scooter By-law, allowing it to continue to be in force for so long as the Province of Ontario's Regulation 389/19: Pilot Project – Electric Kick-Scooters is in effect; and
- B) That a by-law to amend the Electric Kick-Scooter By-law (#23-2022), generally in the form included as Attachment #2 to Report #2024-COW-46 of the Commissioner of Planning and Economic Development, Commissioner of Works and Regional Solicitor and Director of Legal Services, to remove the section titled "Effective Date", be presented to Council for adoption to give effect to the recommendation.

CARRIED

## 8. **Members Motions**

### 8.1 Motion Requesting the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Discussion ensued with respect to a new funding arrangement and definition from the provincial government; and the provision of specific financial requests to the provincial government to address infrastructure needs.

Moved by Councillor Leahy, Seconded by Councillor Yamada,  
(83) That we recommend to Council:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. Now Therefore Be It Hereby Resolved That The Regional Municipality of Durham Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and
2. Be It Further Resolved That The Regional Municipality of Durham Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. Be It Further Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local

governments receive a fair share of the revenue to address critical infrastructure needs; and

4. Be It Further Resolved That a copy of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. Be It Further Resolved That a copy of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

CARRIED AS AMENDED  
(See Following Motions)

Moved by Councillor Schummer, Seconded by Councillor Pickles,

- (84) That the main motion (83) of Councillors Leahy and Yamada be amended by adding the following operative clause to the end:

“Be It Further Resolved That the province be reminded it has been asked by AMO and municipalities to develop a new and comprehensive funding arrangement with municipalities including the housing affordability taskforce recommendations.”

CARRIED

The main motion (83) of Councillors Leahy and Yamada was then put to a vote and CARRIED AS AMENDED.

## 8.2 Motion Regarding Use of Automated Speed Enforcement System

Discussion ensued with respect to the benefits of granting regional municipalities the authority to designate areas for the use of an automated speed enforcement (ASE) system; whether the Region of Durham has the capacity to manage a potential increase in ASE systems; the Town of Ajax's request to the province to amend the Ontario Highway Traffic Act to permit ASE systems on municipal roads; and the implementation of ASE systems in all community safety zones within the Region of Durham before considering expansion beyond these zones.

Moved by Councillor Chapman, Seconded by Councillor Marimpietri,  
(85) That we recommend to Council:

Whereas Section 205.1 of the Ontario Highway Traffic Act only allows the use of an automated speed enforcement (ASE) system in a community safety zone and/or in a school zone both of which must be designated by by-law; and

Whereas community safety zones in Ontario are designated areas that aim to protect vulnerable road users, such as pedestrians and cyclists, through measures like reduced speed limits, enhanced signage and increased fines; and

Whereas a school zone is an area near a school or crosswalk with young pedestrians; and

Whereas the use of automated speed enforcement (ASE) systems in permitted zones has had a positive effect on influencing driver behavior and reducing vehicle speeds; and

Whereas many streets may not be suitable for designation as a community safety or school zone, but have seen an increase in the speed of vehicles;

Therefore Be It Resolved That the Council of the Regional Municipality of Durham requests the Minister of Transportation amend the Ontario Highway Traffic Act to allow the use of automated speed enforcement (ASE) systems on any municipal highway, road or street a municipality believes ASE would have a positive effect on driver behavior and reduce vehicle speeds; and

That a copy of this resolution be sent to the Premier, the Minister of Transportation, the Solicitor General, all Durham Region MPPs and the Association of Municipalities of Ontario (AMO).

CARRIED ON THE FOLLOWING RECORDED  
VOTE:

Yes

Councillor Anderson  
Councillor Brenner  
Councillor Chapman  
Councillor Collier  
Councillor Cook  
Councillor Crawford  
Councillor Dies  
Councillor Foster  
Councillor Garrod  
Councillor Jubb  
Councillor Kerr  
Councillor Leahy  
Councillor Lee  
Councillor Marimpietri  
Councillor Mulcahy  
Councillor Neal  
Councillor Nicholson  
Councillor Pickles  
Councillor Roy

No

Councillor Barton

Councillor Schummer  
Councillor Shahid  
Councillor Woo  
Councillor Wotten  
Councillor Yamada  
Regional Chair Henry

Members Absent: Councillor Ashe  
Councillor Carter  
Councillor McDougall

Declarations of Interest: None

8.3 Motion Regarding Opportunities for Free Level 3 EV Charging Stations and Revenue Opportunities for Durham Region

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Discussion ensued with respect to the potential impact these charging stations could have on the electrical utility providers of the lower-tier municipalities; whether the Level 3 EV charging stations would be located at regional facilities; whether funding is provided by the federal carbon tax and what would happen if the carbon tax were to be repealed; and how the Region of Durham would monitor the content of the advertisements being displayed on the charging stations.

The Committee suggested staff explore how to monitor the content displayed on the advertisements for the Level 3 EV charging stations to ensure they are appropriate for the community.

Moved by Councillor Leahy, Seconded by Councillor Yamada,  
(86) That we recommend to Council:

Whereas electric vehicles (EVs) are increasingly becoming a critical component of sustainable transportation and the reduction of greenhouse gas emissions in Ontario;

Whereas the availability of free Level 3 EV charging stations in municipalities can support the Region's efforts to encourage EV adoption, enhance environmental sustainability, and improve air quality for residents;

Whereas free Level 3 EV charging stations provide an attractive amenity that encourages both local and regional tourism, fostering economic development by encouraging drivers to visit local businesses during charging stops;

Whereas other municipalities have successfully partnered with private sector companies to implement free EV charging solutions, thereby benefiting from potential revenue streams and public-private partnership opportunities;

Therefore Be It Resolved That:

1. Durham Region Council directs staff to explore partnership opportunities with Ontario providers that provide free level 3 charging stations;
2. Staff report back by Q2 of 2025 with their findings on potential partnerships with private sector entities, potential locations for charging stations, and opportunities for introducing free Level 3 charging infrastructure;
3. The analysis includes an assessment of possible revenue-generation models such as advertising, corporate sponsorships, and innovative technologies that would offset installation and maintenance costs while providing economic benefits to the Region;
4. Staff provide a timeline for implementation, should Council approve proceeding with any identified projects; and
5. This motion be circulated to all Durham Region municipalities.

CARRIED

## **9. Confidential Matters**

- 9.1 Confidential Report of the Commissioners of Finance and Planning and Economic Development - 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 Region with respect to Negotiations with Metrolinx for Design Services Agreement for GO Stations along the Lakeshore GO East Extension to Bowmanville (2024-COW-47)

Confidential Report #2024-COW-47 from N. Taylor, Commissioner of Finance and B. Bridgeman, Commissioner of Planning and Economic Development, was received.

Moved by Councillor Marimpietri, Seconded by Councillor Leahy,  
(87) That we recommend to Council:

That the recommendations contained in Confidential Report #2024-COW-47 of the Commissioners of Finance and Planning and Economic Development be adopted.

CARRIED

## **10. Adjournment**

Moved by Councillor Chapman, Seconded by Councillor Pickles,  
(88) That the meeting be adjourned.

CARRIED

The meeting adjourned at 1:01 PM

Respectfully submitted,

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John Henry, Regional Chair

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Sarah Dessureault, Committee Clerk

## **Report #7 of the Finance & Administration Committee**

For consideration by Regional Council

November 27, 2024

The Finance & Administration Committee recommends approval of the following:

1. Establishment of a Fees and Charges By-law for Court Clerk operations  
([2024-A-17](#))
- 

That a by-law establishing rates to be charged by the Region's court clerks for processing out-of-jurisdiction provincial offences tickets, as generally set out in the form included as Attachment #1 to Report #2024-A-17 of the Regional Solicitor and Director of Legal Services be adopted.

2. 2024 Durham Region Transit Bus Order and Capital Project Budget  
Re-allocations ([2024-F-18](#))
- 

- A) That the project gross costs and financing shown in Section B of Attachment #1 to Report #2024-F-18 of the Commissioner of Finance be approved, replacing the previously approved bus stop infrastructure, vehicles, vehicle outfitting, facility, charging infrastructure and other project costs and financing shown in Section A of Attachment #1 to Report #2024-F-18;
- B) That staff be granted authority to request the necessary federal and provincial approvals to re-allocate Investment in Canada Infrastructure Program (ICIP) grant funding among bus stop infrastructure and the administrative building re-build projects, as shown in Attachment #1 to Report 2024-F-18, and potentially further re-allocations as necessary, to mitigate risk that federal and provincial ICIP funding is left un-spent and to align ICIP funding with current priorities; and
- C) That the Commissioner of Finance be authorized to adjust financing for the projects in Section B of Attachment #1 to Report #2024-F-18 in the unlikely event that the Region's request to reallocate ICIP funding is not approved by the federal or provincial governments.

3. 2025 Interim Regional Property Tax Levy ([2024-F-19](#))
- 

- A) That a 2025 interim regional property tax levy be imposed on the lower-tier municipalities for all property tax classes;
- B) That the amount due from each lower-tier municipality is estimated to be equivalent to 50% of their respective share of the regional property taxes collected in 2024;

- C) That the 2025 interim regional property tax levy be paid by the lower-tier municipalities seven calendar days subsequent to the instalment due dates established by each lower-tier municipality for the collection of their respective interim municipal property taxes;
- D) That the 2025 Regional supplementary property taxes be paid by the lower-tier municipalities seven calendar days subsequent to the instalment due dates established by each lower-tier municipality for the collection of their respective supplementary municipal property taxes;
- E) That 25 per cent of the previous year's Regional payments-in-lieu of taxation, railway and utility lands and payments related to universities/colleges and public hospitals be remitted by the lower-tier municipalities by March 31, 2025;
- F) That an interest rate equivalent to the prevailing prime interest rate shall be charged for late payments of the amounts described in recommendations A) to E);
- G) That the Regional Clerk be requested to advise the lower-tier municipalities of the imposition of the 2025 interim regional property tax levy for all property tax classes and the due dates for remittance to the Region; and
- H) That approval be granted for the requisite by-law.

4. Temporary Borrowing By-Law for 2025 ([2024-F-20](#))

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- A) That the Regional Chair and the Treasurer be authorized in 2025 to borrow funds not to exceed \$500 million to meet current expenditures and liabilities until such time as the general tax revenues and other revenues of the Region are received; and
- B) That approval be granted for the requisite by-law(s).

Respectfully submitted,

K. Ashe, Chair, Finance & Administration Committee

## **Report #8 of the Health & Social Services Committee**

For consideration by Regional Council

November 27, 2024

The Health & Social Services Committee recommends approval of the following:

1. Region of Durham Paramedic Services (RDPS): Two Ford Explorers to Support Community Program for Long Term Care (CPLTC) ([2024-MOH-4](#))

That the unbudgeted purchase of two Ford Explorers, at an estimated upset cost of \$109,344, be approved to address the need in Durham Region and financed 100 per cent from savings within Provincial funding of the Community Program for Long Term Care.

2. Confidential Report of the Commissioner of Social Services – Closed matter with respect to information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency or any of them, regarding Capital Projects Submitted under the Ontario Priorities Housing Initiatives (2024-SS-11)

That the recommendations contained in Confidential Report #2024-SS-11 of the Commissioner of Social Services be adopted.

Respectfully submitted,

E. Roy, Chair, Health & Social Services Committee

## **Report #8 of the Works Committee**

For consideration by Regional Council

November 27, 2024

The Works Committee recommends approval of the following:

1. Sole Source with Miller Waste Systems Inc. for the Collection of Source Separated Organic Waste from Regional Municipality of Durham Approved Multi-Residential Properties in Durham Region ([2024-WR-8](#))

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  - A) That staff be authorized to award a sole source agreement to Miller Waste Systems Inc. for the collection of source separated organic waste for the Multi-Residential Enhanced Green Bin Program from Region-approved multi-residential properties in the City of Pickering, Town of Ajax, Townships of Uxbridge, Brock and Scugog, and the Municipality of Clarington;
  - B) That 2025 pre-budget approval for \$532,046 (\$912,078 annualized) be authorized to finance the sole source contract; and
  - C) That the Commissioner of Finance be authorized to execute the necessary documents related to the sole source agreement.
2. Declaration of Lands as Surplus to Regional Requirement and Approval to Convey the Surplus Lands to Asante Canada Inc. ([2024-W-23](#))

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  - A) That Block 47, Plan M749, formerly in the Town of Newcastle, now in the Municipality of Clarington, identified as all of PIN 26693-0067 (LT), having the municipal address of 3094 Liberty Street North, Clarington be declared as surplus to Regional Municipality of Durham requirements;
  - B) That Regional Municipality of Durham's solicitors be authorized to complete the transfer of the Lands having an estimated fair market value of \$500,000 to Asante Canada Inc.;
  - C) That the requirements in Section 3 of Regional Municipality of Durham By-Law #52-95 establishing the procedures, including giving notice to the public, governing the sale of real property be waived; and
  - D) That the Commissioner of Works be authorized to execute all documents associated with the transaction, including but not limited to an Agreement of Purchase and Sale.

3. Confidential Report of the Commissioner of Works – Expropriation of Lands  
Required for the Oshawa Zone 4 Reservoir Project at 2981 Grandview Street  
North, in the City of Oshawa (2024-W-24)
- 

That the recommendations contained in Confidential Report #2024-W-24 of the  
Commissioner of Works be adopted.

Respectfully submitted,

D. Barton, Chair, Works Committee

## **Report #8 of the Committee of the Whole**

For consideration by Regional Council

November 27, 2024

The Committee of the Whole recommends approval of the following:

1. Enbridge Franchise Agreement Renewal ([2024-COW-44](#))

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  - A) That staff be authorized to enter into a franchise agreement with Enbridge Gas Inc. in the form of the Model Franchise Agreement attached hereto as Attachment #1 to Report #2024-COW-44 of the Regional Solicitor and Director of Legal Services, for a term of up to 20 years;
  - B) That the draft by-law generally in the form attached hereto as Attachment #2 to Report #2024-COW-44, be approved;
  - C) That the draft by-law and agreed-to franchise agreement be authorized for submission to the Ontario Energy Board for approval pursuant to the provisions of Section 9 of the Municipal Franchises Act;
  - D) That the Ontario Energy Board be requested to make an Order declaring and directing that the assent of the municipal electors to the draft by-law and franchise agreement pertaining to the Corporation of the Regional Municipality of Durham is not necessary, pursuant to the provisions of Section 9(4) of the Municipal Franchises Act; and
  - E) That the recommendations contained in the confidential memorandum from the Regional Solicitor (as contained in Attachment #3 to Report #2024-COW-44), be adopted.
2. Durham Region Cycling Wayfinding and Signage Strategy ([2024-COW-45](#))

---

  - A) That the Cycling Wayfinding and Signage Strategy, provided as Attachment #1 to Report #2024-COW-45 of the Commissioner of Planning and Economic Development, Commissioner of Finance and Commissioner of Works, be endorsed; and
    - i) Aligned with current practice and the existing Council approved funding formula for cycling infrastructure, that the Region will be responsible for funding, implementation, and maintenance of cycling wayfinding signage along on-road cycling facilities on Regional Roads, with area municipalities or other agencies to hold responsibility for funding, implementation, and maintenance of cycling wayfinding signage along all other corridors of the Primary Cycling Network, depending on route jurisdiction; and

- B) That the Cycling Wayfinding and Signage Strategy actions be considered along with all other priorities through future annual Regional Business Plans and Budget processes.

3. Regional Electric Kick Scooter By-law Extension ([2024-COW-46](#))

---

- A) That the Effective Date be removed from the Regional Electric Kick Scooter By-law, allowing it to continue to be in force for so long as the Province of Ontario's Regulation 389/19: Pilot Project – Electric Kick-Scooters is in effect; and
- B) That a by-law to amend the Electric Kick-Scooter By-law (#23-2022), generally in the form included as Attachment #2 to Report #2024-COW-46 of the Commissioner of Planning and Economic Development, Commissioner of Works and Regional Solicitor and Director of Legal Services, to remove the section titled "Effective Date", be presented to Council for adoption to give effect to the recommendation.

4. Motion Requesting the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

---

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development;

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment;

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities;

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs;

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers;

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. Now Therefore Be It Hereby Resolved That The Regional Municipality of Durham Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities;
  2. Be It Further Resolved That The Regional Municipality of Durham Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities;
  3. Be It Further Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs;
  4. Be It Further Resolved That the province be reminded it has been asked by AMO and municipalities to develop a new and comprehensive funding arrangement with municipalities including the housing affordability taskforce recommendations;
  5. Be It Further Resolved That a copy of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
  6. Be It Further Resolved That a copy of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.
5. Motion Regarding Use of Automated Speed Enforcement System

Whereas Section 205.1 of the Ontario *Highway Traffic Act* only allows the use of an automated speed enforcement (ASE) system in a community safety zone and/or in a school zone both of which must be designated by by-law;

Whereas community safety zones in Ontario are designated areas that aim to protect vulnerable road users, such as pedestrians and cyclists, through measures like reduced speed limits, enhanced signage and increased fines;

Whereas a school zone is an area near a school or crosswalk with young pedestrians;

Whereas the use of automated speed enforcement (ASE) systems in permitted zones has had a positive effect on influencing driver behavior and reducing vehicle speeds;

Whereas many streets may not be suitable for designation as a community safety or school zone, but have seen an increase in the speed of vehicles;

Therefore Be It Resolved That the Council of the Regional Municipality of Durham requests the Minister of Transportation amend the Ontario *Highway Traffic Act* to allow the use of automated speed enforcement (ASE) systems on any municipal highway, road or street a municipality believes ASE would have a positive effect on driver behavior and reduce vehicle speeds; and

That a copy of this resolution be sent to the Premier, the Minister of Transportation, the Solicitor General, all Durham Region MPPs, and the Association of Municipalities of Ontario (AMO).

6. Motion Regarding Opportunities for Free Level 3 EV Charging Stations and Revenue Opportunities for Durham Region

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Whereas electric vehicles (EVs) are increasingly becoming a critical component of sustainable transportation and the reduction of greenhouse gas emissions in Ontario;

Whereas the availability of free Level 3 EV charging stations in municipalities can support the Region's efforts to encourage EV adoption, enhance environmental sustainability, and improve air quality for residents;

Whereas free Level 3 EV charging stations provide an attractive amenity that encourages both local and regional tourism, fostering economic development by encouraging drivers to visit local businesses during charging stops;

Whereas other municipalities have successfully partnered with private sector companies to implement free EV charging solutions, thereby benefiting from potential revenue streams and public-private partnership opportunities;

Therefore Be It Resolved That:

1. Durham Region Council directs staff to explore partnership opportunities with Ontario providers that provide free level 3 charging stations;
2. Staff report back by Q2 of 2025 with their findings on potential partnerships with private sector entities, potential locations for charging stations, and opportunities for introducing free Level 3 charging infrastructure;
3. The analysis includes an assessment of possible revenue-generation models such as advertising, corporate sponsorships, and innovative technologies that would offset installation and maintenance costs while providing economic benefits to the Region;

4. Staff provide a timeline for implementation, should Council approve proceeding with any identified projects; and
  5. This motion be circulated to all Durham Region municipalities.
  7. Confidential Report of the Commissioners of Finance and Planning and Economic Development - 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 Region with respect to Negotiations with Metrolinx for Design Services Agreement for GO Stations along the Lakeshore GO East Extension to Bowmanville (2024-COW-47)
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That the recommendations contained in Confidential Report #2024-COW-47 of the Commissioners of Finance and Planning and Economic Development be adopted.

Respectfully submitted,

J. Henry, Regional Chair and CEO



## Durham Region Transit Report

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To: Durham Region Transit Executive Committee  
From: General Manager, Durham Region Transit and Treasurer Durham Region Transit  
Report: #2024-DRT-20  
Date: November 27, 2024

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**Subject:**

Supplementary Report to Report #2024-DRT-19: 2025 Transit Fares

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**Recommendation:**

That it be recommended to Regional Council:

That the proposed transit fares set out in Attachment #1 to Report #2024-DRT-20 (as amended at the November 6, 2024 Transit Executive Committee meeting), be approved and implemented effective July 1, 2025.

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**Report:**

**1. Purpose**

- 1.1 The purpose of this report is to obtain Council approval for the proposed 2025 fare increases.

**2. Background**

- 2.1 On November 6, 2024, the Transit Executive Committee approved Report #2024-DRT-19, with an amended adult single ride base fare increase of 3.5 per cent. A 3.5 per cent increase to the base fare results in a fare of \$3.726 cents, and must be rounded to 3.6 per cent (\$3.73) or 3.4 per cent (\$3.72) for fare payment purposes.
- 2.2 In alignment with DRT's long-term fare strategy and framework, the fare increase is applied to other DRT's fare concessions and products.
- 2.3 In consideration of inflationary pressures, the need to continue to enhance the transit network to improve reliability, access and frequency of service, DRT is

proposing a 3.6 per cent fare increase for 2025, or 13 cents, to the base single ride fare, with corresponding adjustments to the other fare products and concessions (Attachment #1). Based on projected ridership of 13.9 million, the fare adjustment will result in an estimated \$560,000 increase in fare revenue in 2025, with an annualized revenue increase of approximately \$1.0 million.

### **3. Previous Reports and Decisions**

#### **3.1 2024-DRT-19: 2025 Transit Fares**

### **4. Conclusion**

- 4.1 DRT continues to face increasing cost pressures to expand the transit network to meet the demands and expectations for public transit in one of Ontario's most rapidly growing Regions. The proposed fare increase will assist to mitigate increasing cost pressures and enable DRT to maximize revenue services and progress towards planned service levels of the 10-year transit service and financing strategy.

### **5. Attachments**

Attachment #1: 2025 Proposed Fare Table, as amended

Attachment #2: Report #2024-DRT-19: 2025 Transit Fares

Respectfully submitted,

Original signed by

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William Holmes

General Manager, DRT

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair

Chief Administrative Officer

## Attachment #1: 2025 Proposed Fare Table, as amended

Fare Category		Current Fare	DRT Fare Structure	Proposed Fare effective July 1, 2025*	Per cent Change
Adult	Single Ride (Presto Card and E-Ticket)	\$3.60	Base Fare	\$3.73	3.6%
	Single Ride (Cash and Open Payment)	\$4.60	\$1.00 over base	\$4.75	3.3%
	Monthly Pass	\$129.60	36 trips at base fare	\$134.28	3.6%
Child (aged 12 years and under)	All Rides	Free	NA	Free	NA
Youth (aged 13-19 years)	Single Ride (Presto Card and E-Ticket)	\$3.24	90 per cent of base fare	\$3.36	3.7%
	Single Ride (Cash and Open Payment)	\$4.60	Equivalent to Adult cash fare	\$4.75	3.3%
	Monthly Pass	\$103.68	80 per cent of Adult pass	\$107.42	3.6%
	2-for-1 Youth Summer pass	\$103.68	80 per cent of Adult pass	\$107.42	3.6%
	Y10 (10 month loyalty pass)	\$84.24	65 per cent of Adult pass	\$87.28	3.6%
Senior (aged 65 years and over)	Single Ride (Presto Card and E-Ticket)	\$2.38	66 per cent of base fare	\$2.46	3.4%
	Single Ride (Cash)	\$3.38	\$1.00 over single ride senior PRESTO	\$3.45	2.1%
	Single Ride (Open Payment)	\$4.60	Equivalent to Adult cash fare	\$4.75	3.3%
	Monthly Pass	\$51.84	40 per cent of Adult pass	\$53.71	3.6%
School Board Bulk Purchase Program	Fewer than 125 passes per month	\$103.68	80 per cent of Adult pass	\$107.42	3.6%
	125-250 passes per month	\$97.20	75 per cent of Adult pass	\$100.71	3.6%
	More than 250 passes per month	\$84.24	65 per cent of Adult pass	\$87.28	3.6%
Transit Assistance Program (TAP)	TAP PRESTO E-Purse (paid trips in excess of 14 per month are free)	\$3.60	Each month - First 14 paid trips are at base fare, additional trips thereafter are free	\$3.73	3.6%
	TAP PRESTO Monthly Pass	\$50.40	14 trips at base fare	\$52.22	3.6%

\*Due to necessary rounding to the closest \$0.01 on the adult base fare (adult single ride PRESTO) the rounded increase is closer to 3.6% than 3.5%

\*All cash fares are rounded up to the nearest \$0.05

\*U-Pass fares are not included on this table due to on-going negotiations with the post-secondary institutions at this time of writing. The current U-Pass rate per semester through August 2025 is \$152.85 per student, equivalent to \$38.21 per month.

\*Customers not required to pay a fare between 7 PM December 31, 2025 through 8 AM January 1, 2026

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3702



## Durham Region Transit Report

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To: Durham Region Transit Executive Committee  
From: General Manager, Durham Region Transit and Treasurer Durham Region Transit  
Report: #2024-DRT-19  
Date: November 6, 2024

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**Subject:**

2025 Transit Fares

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**Recommendation:**

That the Transit Executive Committee recommends to Regional Council that the proposed transit fares (Attachment 1) be approved and implemented effective July 1, 2025.

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**Report:**

**1. Purpose**

1.1 The purpose of this report is to obtain TEC and Council approval for the proposed 2025 fare increases, such that they can be included in the proposed 2025 Durham Region Transit Business Plans and Budget.

**2. Background**

2.1 DRT's long-term fare strategy and framework was approved by the Transit Executive Committee in December 2019 based on several key principles, including:

- Recognizing fare pricing influences service use;
- Applying fare increases to the standard (adult) single-ride fare and translating increases to other fare concessions and products;
- Providing choice for customers through incentives offering value for frequent use;
- Incentivizing and prioritizing electronic fare payment; and
- Minimizing oversight of fares by bus operators.

- 2.2 Operating funding generally includes revenue from fares and advertising, with the balance of funding provided by the Region of Durham through the general tax levy. For the 2024 budget, the Region of Durham tax levy funding for operating accounts for 69.9 per cent of the DRT operating budget, with fare revenue (including the UPass) accounting for 27.6 per cent of the DRT operating budget. As previously reported the Region's municipal contribution per capita for transit is the lowest amongst comparator municipalities, in some cases up to 40 per cent lower. Additionally, considering the relatively low population density in the Region and the vast service area covered by the transit network, DRT's operating costs will be generally higher than comparator transit agencies to provide similar levels of transit service.
- 2.3 Typically, public transit fares are increased to balance a budget, address rising operating costs, and/or to improve services. DRT is faced with managing all three factors for 2025.
- 2.4 DRT has made great progress in modernizing and leveraging its fare products to enhance customer convenience and operational data management, including expanded innovative fare payment options and new technologies, while collaborating with partners to reduce customer costs for interregional travel. In February 2024, the Ministry of Transportation launched the One Fare program that allows transit customers to only pay once when transferring between participating transit systems (DRT, YRT, Brampton Transit, MiWay, GO Transit) and the Toronto Transit Commission (TTC)..
- 2.5 Today, more than 90% of DRT's customers choose electronic fare payment options, with cash payment transactions at an all-time low of five percent. Seven per cent of PRESTO customers pay their fare with Open Payment since it became available in early 2023, and PRESTO Mobile Wallet (a digital version of the PRESTO card), a new virtual fare payment option, has been fully available to DRT customers as of July 2024. PRESTO eTickets is also seeing steady annual increases. DRT has retained limited legacy paper fare products to support organizations across the Region to be able to assist shared customers to travel using public transit.
- 2.6 Discounted fares and incentives continue to be common across transit agencies; current subsidy levels for DRT are shown below.
- Children aged 12 years and under do not pay a fare
  - Senior fare discounted between 40 per cent (monthly pass) and 66 per cent (single ride PRESTO fare)
  - Youth (aged 13-19 years old) fare discount of up to 35 per cent on Youth fare products. Additional incentive programs include the Y10 Youth Loyalty Pass Program, the Summer 2-for-1 pass, and the school board bulk purchase

program. Youth riders were DRT's fastest growing ridership segment for 2023 with a 44% increase over the previous year.

- DRT's Transit Assistance Program (TAP) fare discounted 61.2 per cent, for residents registered with Ontario Disability Support Program and Ontario Works.
- The Universal Pass (U-Pass) offers unrivalled value for all full-time post-secondary students at Durham College, Ontario Tech University and Trent University (Durham Campus). At a fare discount of 70 per cent, the U-Pass is the lowest monthly equivalent fare across all DRT concessions. As highlighted in report #2024-DRT-12, a new multi-year U-Pass agreement planned to take effect September 2025, is currently under negotiation.

DRT staff continue to explore fare opportunities, including a potential new Employer Pass Program.

### 3. Discussion

3.1 Financing of the DRT 2024 approved Business Plans and Budget included \$36.4 million from transit fares including U-Pass revenue, or 7.7 per cent of the \$474.2 million gross transit budget, and 27.6 per cent of the operating budget. Transit fares were budgeted to include \$28.2 million (77 per cent) from PRESTO and cash fares, \$7.8 million (22 per cent) from the U-Pass program and \$0.4 million (1 per cent) in property tax funding for ODSP passes.

3.2 Fare discounts or subsidies are funded annually through DRT's property tax levy. Discounts are calculated against the adult base fare (\$3.60 for a PRESTO ride, \$4.60 for cash/Open Payment, \$129.60 for a monthly transit pass). Figure 1 below outlines the fare discounts subsidized by the property tax levy based on 2024 and 2025 revenue projections:

Figure 1: Fare Subsidy Costs not including U-Pass

Discount from Full Adult Fares	2024		2025	
Demographic	Discounted total	% discounted	Discounted total	% discounted
Transit Assistance Program	\$1,636,284	58.83%	\$2,038,744	59.09%
Adult	\$-	0.00%	\$-	0.00%
Child	\$1,159,298	100.00%	\$1,334,762	100.00%
Co-Fare	\$7,159	0.13%	\$6,719	0.09%
Senior	\$817,534	45.08%	\$930,004	45.06%
Unclassified/Underpayments <sup>1</sup>	\$410,721	27.85%	\$535,808	31.54%
Youth	\$680,741	16.19%	\$636,511	15.70%
<b>Total Discounted Fare Revenue</b>	<b>\$4,711,737</b>	<b>14.10%</b>	<b>\$5,482,548</b>	<b>14.31%</b>

<sup>1</sup> Boardings where customer has underpaid, not paid a fare, and/or boardings other than children that ride without paying a fare (eg: special promotions & events)

3.3 DRT's operating revenue/cost ratio (R/C ratio) was 33 per cent for 2023, compared to the R/C ratio of 37 per cent for 2019 and 2018. The lower R/C ratio in 2023 is attributed to several factors, including the following.

- a. Annual 2023 ridership fell slightly short of pre-pandemic ridership levels. While monthly transit ridership throughout Fall 2023 exceeded 2019 levels, 2023 annual ridership was 2 per cent below 2019 levels.
- b. Since the introduction of the fare free child concession in 2019 (customers 12 years of age and younger) free rides for children have increased by 268 per cent. Child ridership approximately doubled for both 2022 and 2023.
- c. Fare revenue has not kept pace with increasing operating costs, despite a 7.5% fare increase in 2024. DRT's budgeted gross operating expenditures have increased 40.3 per cent from 2020 to 2024, while fare revenue has increased by only 23.0 per cent in the same period (excluding U-Pass). This is a key contributor to fundamental service delivery challenges, particularly considering the ambitious objectives of DRT's 10-year service and financing strategy.

3.4 The approved 10-year Transit Service and Financing Strategy highlighted an 11 per cent increase in planned transit service levels for 2025, or 65,701 new revenue service hours, to continue to respond to ridership pressures, reliability challenges, and service growth for existing and growing communities across the Region. The annual service level investments highlighted in the 10-year strategy are planned to increase DRT services by 127 per cent by 2032 and improve Durham Region's Revenue Hours Per Capita to 1.4 from the current 0.9.

3.5 Despite significant investments in transit in the 2024 budget, tax levy funding was lower than the funding targets highlighted in the strategy, resulting in an underfunded Service Plan. Continued underfunding of the transit strategy places significant challenges on future growth of the transit network and achieving targets for reliability, on-time performance, and ridership. The approved 2025 budget guideline is 1.75 per cent of the Regional property tax levy, or approximately \$15.7 million over the 2024 budget. Funding shortfalls have a direct impact on planned service growth hours, which impact DRT's ability to meet the Region's growing transit demands.

3.6 Fare pricing is elastic and is just one factor that influences ridership. Other factors have a greater influence on ridership, including service frequency and reliability, coverage and access, and travel time. Where transit is not readily available or reliable, residents and in particular new residents to the Region, and existing customers may turn to their personal vehicle, and at that point it is extremely difficult

to 'win' them back to public transit. Further to the 10-year transit and financing strategy, significant sustainable funding from other orders of government remains crucial to achieving the public transit objectives of the Region.

- 3.7 In consideration of the 2025 budget guideline, ongoing inflationary pressures and the need to continue to enhance the transit network to improve reliability, access and frequency of service, DRT is proposing a five per cent fare increase for 2025, or 18 cents, to the base single ride fare, with corresponding adjustments to the other fare products and concessions (Attachment #1). Based on projected ridership of 13.9 million, the fare adjustment will result in an estimated \$780,000 increase in fare revenue in 2025, with an annualized revenue increase of approximately \$1.45 million.

#### **4. Previous Reports**

- 4.1 2019-DRT-16 Update on DRT Kids Ride Free Incentive Pilot Program
- 4.2 2019-DRT-25 Durham Region Transit Fare Strategy
- 4.3 2022-DRT-07 Youth monthly pass incentives for the 2022/23 secondary school term
- 4.4 2023-F-5 Transit Service and Finance Strategy, approved by Council on March 1, 2023
- 4.5 2023-DRT-26 U-Pass Agreement Extension, approved by Council on November 28, 2023
- 4.6 2024-DRT-12 U-Pass Negotiation Framework, approved by TEC on June 5, 2024

#### **5. Relationship to Strategic Plan**

- 5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

a. Goal 1 - Environmental Sustainability

The proposed fare increase will provide additional revenue to help support DRT's expansion of sustainable transportation through service enhancements and fleet electrification through adoption of zero emission technologies.

b. Goal 3 - Economic Prosperity

The proposed fare increase will enable DRT to enhance services in key growth

areas, which will position Durham Region as the location of choice for businesses, and connecting people to employment, education and tourism opportunities.

c. Goal 4 – Social Investment

The proposed fare increase will further advance the objective of equitable transit service for all residents. DRT will also continue to offer fare incentive programs for children, youth, seniors, and persons receiving social assistance benefits, in addition to U-pass and bulk purchase program for school boards.

d. Goal 5 – Service Excellence

The proposed fare increase will enable DRT to continue to invest in service enhancements that will reduce wait times, reduce reliance on personal vehicles, and to meet Durham's rapidly growing population. As customer expectations for public transit continue to rise, service enhancements will ensure that public transit provides an increasingly competitive travel option for customers across the network.

## 6. Financial Summary

- 6.1 The proposed five per cent increase to the base fare will enable DRT to respond to inflationary pressures and implement planned service level increases in the 2025 DRT budget.
- 6.2 The proposed fare increase is estimated to generate an additional \$780,000 in fare revenues in 2025 (based on a July 1, 2025, effective date), with an annualized revenue increase estimated at \$1.45 million.

## 7. Conclusion

- 7.1 DRT continues to face increasing cost pressures to expand the transit network to meet the demands and expectations for public transit in one of Ontario's most rapidly growing Regions. The proposed fare increase will assist to mitigate increasing cost pressures and enable DRT to maximize services and progress towards planned service levels of the 10-year transit service and financing strategy.

## 8. Attachments

Attachment #1: 2025 Proposed Fares Table

Respectfully submitted,

Original signed by

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William Holmes

General Manager, DRT

Recommended for Presentation to Committee

Original signed by

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Elaine C. Baxter-Trahair

Chief Administrative Officer

## Attachment #1: 2025 Proposed Fare Table, effective July 1, 2025

Fare Category		Current Fare	DRT Fare Structure	Proposed Fare effective July 1, 2025*	Per cent Change
Adult	Single Ride (Presto Card and E-Ticket)	\$3.60	Base Fare	\$3.78	5.0%
	Single Ride (Cash and Open Payment)	\$4.60	\$1.00 over base	\$4.80	4.3%
	Monthly Pass	\$129.60	36 trips at base fare	\$136.08	5.0%
Child (aged 12 years and under)	All Rides	Free	NA	Free	NA
Youth (aged 13-19 years)	Single Ride (Presto Card and E-Ticket)	\$3.24	90 per cent of base fare	\$3.40	4.9%
	Single Ride (Cash and Open Payment)	\$4.60	Equivalent to Adult cash fare	\$4.80	4.3%
	Monthly Pass	\$103.68	80 per cent of Adult pass	\$108.86	5.0%
	2-for-1 Youth Summer pass	\$103.68	80 per cent of Adult pass	\$108.86	5.0%
	Y10 (10 month loyalty pass)	\$84.24	65 per cent of Adult pass	\$88.45	5.0%
Senior (aged 65 years and over)	Single Ride (Presto Card and E-Ticket)	\$2.38	66 per cent of base fare	\$2.49	4.6%
	Single Ride (Cash)	\$3.38	\$1.00 over single ride senior PRESTO	\$3.50	3.6%
	Single Ride (Open Payment)	\$4.60	Equivalent to Adult cash fare	\$4.80	4.3%
	Monthly Pass	\$51.84	40 per cent of Adult pass	\$54.43	5.0%

School Board Bulk Purchase Program	Fewer than 125 passes per month	\$103.68	80 per cent of Adult pass	\$108.86	5.0%
	125-250 passes per month	\$97.20	75 per cent of Adult pass	\$102.06	5.0%
	More than 250 passes per month	\$84.24	65 per cent of Adult pass	\$88.45	5.0%
Transit Assistance Program (TAP)	TAP PRESTO E-Purse (paid trips in excess of 14 per month are free)	\$3.60	Each month - First 14 paid trips are at base fare, additional trips thereafter are free	\$3.78	5.0%
	TAP PRESTO Monthly Pass	\$50.40	14 trips at base fare	\$52.92	5.0%

<sup>1</sup>All cash fares are rounded up to the nearest \$0.05

<sup>2</sup>U-Pass fares are not included on this table due to on-going negotiations with the post-secondary institutions at this time of writing. The current U-Pass rate per semester through August 2025 is \$152.85 per student, equivalent to \$38.21 per month.

<sup>3</sup>Cutomers not required to pay a fare between 7 PM December 31, 2025 through 8 AM January 1, 2026.