Attachment 2

2008 OPERATING BUDGET

POTENTIAL ADDITIONAL BUDGET INITIATIVE – TW1

TRANSPORTATION AND WORKS COMMITTEE

1. TRANSIT STOP SNOW REMOVAL PILOT

The winter of 2007-08 has highlighted a significant issue with regards to snow removal from transit bus bays and right turn lanes particularly along the VIVA bus lines on Yonge Street and Highway 7. Unfortunately current resource constraints often result in the "first-pass" and "second-pass" of the Regional snow plows creating a windrow of snow in the right-turn lanes, queue-jump lanes and regional bus bays on our regional roads, and these windrows are not dealt with until much later in the snow clearing effort, as priority is afforded to the main-lines of all of the Regional roads, and the Region does not currently own or hire dedicated equipment to clear the snow from these locations at the same time as the "first or second pass".

Funding is being sought for the lease of a loader/blower unit, the retention of one temporary contract operator, and the hiring of 2-3 trucks at standby rates for removal of snow from transit facilities on regional roads to be carried out concurrent with "first and second-pass" snow-clearing efforts for the 2008-09 winter season.

2. FINANCIAL IMPACT

Financial Impact

	2008 Fiscal Impact	2008 Annual Impact	2009 Budget
Gross Cost	250,000	250,000	500,000
Tax Levy Impact	250,000	250,000	250,000
FTE Impact		-	-

Target Implementation Date: Winter 2008-09.

3. BENEFIT

- Improved customer service, pedestrian and driver safety.

2008 OPERATING BUDGET

POTENTIAL ADDITIONAL BUDGET INITIATIVE – TW2

TRANSPORTATION AND WORKS COMMITTEE

1. 3 CONTRACT ADMINISTRATORS, 1 DESIGN TECHNOLOGIST, and 1 ELECTRICAL DESIGN TECHNOLOGIST

In December 2007, the Finance and Administration Committee and Regional Council approved an additional $3.3M in tax levy funding over and above the submitted 2008 Roads Capital Budget submission for the delivery of additional road infrastructure projects.

The timely delivery of the approved additional funding is dependent on the authorization of additional FTE's to assist in coordination and review of this work by engineering consultants and contractors.

The recommended program for allocating the additional $3.3M in tax levy funding is focused on delivering additional resurfacing and intersection improvement projects that were not included in the 2008 10-Year Roads Construction Program due to funding constraints. Despite best efforts to increase funding, the size and scope of the asset management program has traditionally been limited to available tax levy funding.

Resurfacing

These projects are in some cases less complex and can often be delivered in a one to two year timeframe. Given that the majority of the region's land is rural in nature and not identified for future growth, a key challenge is allocating adequate funding to enable and promote proactive maintenance of the existing road network in non-growth areas.

Intersection Improvements

A common element to addressing growth and maintaining assets is intersection improvement projects. The scope of these projects can vary in nature from simple to complex (i.e. from installing turning lanes, illumination and signals to eliminating jogged alignments and other geometric improvements) but in general, intersection improvements have the greatest potential to improve safety and reduce congestion at the least cost. Accordingly, intersection improvements have been given higher priority and profile in recent updates of the 10-Year Roads construction Program.

2. FINANCIAL IMPACT

Table 1
Funding Summary (in thousands)

Project Name	Estimated Total Cost	Tax Levy	Development Charges
Resurfacing			
Warden Avenue – Vivian Road to Davis Drive	$475		
Wellington Street – Yonge Street to Bercy Street	$263		
King Road – Bathurst Street to Bond Crescent	$950		
Kennedy Road – Pollock Road to Old Homestead Road	$341		
York-Durham Line – 16th Avenue to Major Mackenzie Drive	$427		
Resurfacing Subtotal	$2,455	$2,455	$0
Intersection Improvements			
Woodbine at Hooper Road – Extend storage at S/B right turn lane	$150		
9th Line at Millard – Design & build N/B right turn lane	$150		
Commence EA for Intersection Improvements at Keele Street and 17th Sideroad	$325		
Commence three EA's for Intersection Improvements at Dufferin Street, Keele Street, and Jane Street, all at King/Vaughan Line	$675		
Intersection Improvements Subtotal	$1,300	$177	$1,123
Staff			
3 FTE Contract Administrators, 1 FTE Design Technologists, 1FTE Traffic Design Technologist	**$487**	**$58**	**$429**
Total	$4,242	$2,690	$1,552

Financial Impact

	2008 Fiscal Impact	2008 Annual Impact	2009 Budget
Gross Cost	486,500	486,500	486,500
Tax Levy Impact	58,000	58,000	58,000
FTE Impact	5	5	5

To deliver the additional recommended projects requires approximately $2.7M of the available $3.3M, as noted in the summary provided in the above table. The remaining funding could be carried forward for use in additional resurfacing in 2009 or could be used to leverage an additional $5.7M in development charge funding to expedite additional growth related projects valued at approximately $6.3M.

Target Implementation Date: Summer 2008 / 2009. Approximately half of this funding would be spent in 2008 and half in 2009. No added costs are expected in out years other then general cost of living increase.

3. BENEFIT

The additional projects identified in this report will have a positive impact in improving safety and reducing congestion of the regional road network by improving several additional regional roads over and above the projects already identified in the 2008 10-Year Roads Construction Program.

2008 OPERATING BUDGET

POTENTIAL ADDITIONAL BUDGET INITIATIVE – TW3

TRANSPORTATION AND WORKS COMMITTEE

1. PERFORMANCE MEASURE DEVELOPMENT

In February, 2006 a Regional Steering Group requested Roads staff to complete an exhaustive review of the Roads business in an effort to discover potential cost savings. The Roads Review was completed in 2007 with a short list of Management Recommendations, which included improved performance measures for Winter and Non-Winter Maintenance business functions. MPMP and OMBI measures do not sufficiently measure output efficiencies of road maintenance activities. It was determined that for proper management of efficiency measures, quantifiable output measures needed to be developed. For benchmarking, such measures need to be consistent and agreed upon by comparator municipalities/jurisdictions. Once measures are developed they would be shared and adopted by the roads OMBI expert panel to better assist management of resources. The development of these measures require a one time $50K investment to be completed by consultants.

2. FINANCIAL IMPACT

Financial Impact

	2008 Fiscal Impact	2008 Annual Impact	2009 Budget
Gross Cost	50,000	50,000	-
Tax Levy Impact	50,000	50,000	-
FTE Impact	-	-	-

Target Implementation Date: Winter 2008. It is anticipated that this assignment would be completed by year-end and it is to be considered a one time expense.

3. BENEFIT

The benefit of developing useful output measures would allow management the opportunity to determine if efficiencies could be gained when comparing data year over year and with other municipalities. Financial data gives management a starting point of comparison when discussing cost of operations with other municipalities.