

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 25 03-96-0003
Your File/V/Réf.

DATE 5 November 1996

TO/DEST. Co-ordinator
 Transportation Committee

FROM/EXP. Environmental and Transportation Commissioner

SUBJECT/OBJET **PROVINCIAL HIGHWAY TRANSFERS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the attached resolution (Annex D) urging the Province of Ontario to provide adequate source of funding for maintenance of the municipal road network.

INTRODUCTION

The Regional Municipality of Ottawa-Carleton (RMOC) has a long history of working together co-operatively with the Ministry of Transportation on Provincial highway transfers. More than 80 kilometres of Provincial highways have been transferred in the past and the terms and conditions of the individual transfers were agreed upon by both levels of government. We are hopeful that our past record of co-operation and trust will continue in our ongoing discussions regarding the current transfer of some 200 lane kilometres of Provincial highways.

BACKGROUND

In a letter dated 17 June 1996 (Annex A), the Minister of Transportation of Ontario advised the Region that the Province identified some 1,775 kilometres of highways to be transferred to municipal ownership. A one year maintenance allowance was also included. The highways to be transferred to the Region, with or without compensation, are shown on page 3 of Annex A. The Province has the authority to make these transfers with or without Regional consent.

The following is the Region's position on each of the proposed highway transfers:

Highway 16 (Century Road to City of Ottawa boundary)

The transfer of the northern portion of Highway 16 to the Region upon the completion of Highway 416 is not a new proposal. This impending transfer was dealt with thoroughly by staff of both the Region and the Ministry of Transportation of Ontario (MTO) over the past five years to ensure a smooth transition between the staged opening of the new Highway 416 and transfer of Highway 16 to the Regional Road System. These discussions lead to an offer from the MTO and an agreement in good faith on the terms and conditions of that transfer. We believe the transfer of this highway should therefore proceed under the terms and conditions in that agreement and not be intertwined with the current discussions regarding the proposed Provincial highway transfers. The province should honour the agreement for the transfer of Highway 16 to the Regional Road System. The terms and conditions of the agreement are well documented in staff files.

Highway 17 (Highway 417 to 0.5 km East of Trim Road)

This highway is part of the designated TransCanada highway system. It simply cannot be regarded as servicing local municipal functions. Commuters as far as Hawkesbury use it daily. This freeway connects our major communities in the east (Orléans and Rockland) with the rest of the Region and eastern Ontario. The Provincial service this highway provides is very similar to that of Highway 401 between Scarborough and Oshawa or that of Highway 404 between North York and Richmond Hill/Newmarket. Highway 17 also provides the only year round heavy truck route to these communities along the eastern section of the Ottawa river. Highway 17 clearly serves a role as part of the Provincial highway network and the removal of this section of Highway 17 would be inconsistent with the system continuity provided in the Provincial network. Regional staff do not support the transfer of Highway 17 and its removal would result in an obvious deficiency in the Provincial network in our Region.

Highway 31 (Regional Road No. 8 to City of Ottawa boundary)

Unlike Highway 16, Highway 31 serves a distinct portion of eastern Ontario which is partially defined by the natural barrier formed by the Rideau river. We cannot support the removal of Highway 31 from Provincial network through the greenbelt, its connection to Leitrim and points to the south as this highway clearly serves a Provincial role. Again the Provincial service provided by Highway 31 is very similar to a number of Provincial highways servicing communities outside the Toronto area, for example, Highway 27 or Highway 11 north of Toronto. These highways are not contemplated by the province for transfer to municipalities.

Highway 44 (Regional boundary to Highway 17)

The Regional staff appreciate the rationale being applied in this transfer and consequently we are prepared to work with the Ministry on its transfer into the Regional road network.

Highway 7203 (Highway 15 to Highway 17)

Again staff appreciate the rationale being applied in this transfer and consequently are prepared to work with the Ministry on its transfer into the Regional road network. In fact, staff believe the limits of this transfer should also include that portion of Highway 15 north of Highway 17 which link Highway 7203 with Highway 17.

Exhibit 1 attached illustrates the proposed highway transfer sections.

Associated with the above Provincial highway transfers are significant impacts particularly in terms of lighting (and perhaps sidewalks) to the local area municipalities. To illustrate the magnitude of this impact, Annex B shows the communications from the Mayor of the Township of Cumberland on the implication of transfer of Highway 17 to RMOC. The lighting in the Cumberland section alone of Highway 17 would result with a financial burden to Cumberland requiring almost a 1% increase in their levy.

The RMOC obviously is not alone in struggling with the impact of this Provincial highway transfers. The County of Haliburton and the Regional Municipality of Haldimand-Norfolk passed resolutions attached as Annex C which petitioned the Province of Ontario to provide for an adequate source of funding for maintenance of municipal road network either through a renewed programme of Provincial subsidy or by reducing or assuming some of the other financial demands on the municipal tax bill. Both the County and the Region urged other counties and regions to take similar action in the hope that a united voice will result in some beneficial movement on the part of the province. Regional staff believe that we should not only support the resolutions from the Haliburton and Haldimand-Norfolk but that a Council's resolution of the RMOC Council should go to the Association of Municipalities of Ontario, to all the counties and regions associations and all similar bodies involved or impacted by the Provincial highway transfer. To this effect Regional staff have prepared the attached resolution as shown in Annex D.

*Approved by
M.J.E. Sheflin, P.Eng.*

LS/esp

Attach (5)

Ministry of
Transportation

Office of the Minister

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
(416) 327-9200

Ministère des
Transports

Bureau du ministre

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)
M7A 1Z8
(416) 327-9200



Ontario

June 17, 1996

Mr. Peter Clark
Chair
Regional Municipality of
Ottawa-Carleton
Cartier Square, 111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Dear Mr. Clark

In November 1995, the Minister of Finance presented the province's Economic Statement. In addition to bringing government spending under control, the Statement renewed this government's commitment to give municipalities much greater autonomy in setting local priorities.

The statement made reference to a package of highways that no longer serve the provincial interest. As you know, the provincial highway system is intended to serve longer distance through travel and link major economic activity centres in Ontario. Municipalities are no doubt aware that the ministry wants to transfer those roads which chiefly perform a local function.

The ministry has therefore identified 1775 kilometres of highways to be transferred to municipal ownership. In order to ease the process of transfer, the ministry originally established a fund of \$50 million to compensate municipalities. Recognizing concerns expressed by some municipalities, the Minister of Finance announced a further \$60 million for transfers in his recent spring budget.

Our funding approach will treat municipalities equitably by considering the Ministry's assessment of the existing physical condition of the roadway as the most important factor. Roads with needs to be addressed will receive the largest proportion of the funds. In addition, a one year maintenance allowance is included as well as an amount that recognizes the impact of highway transfers on the size of a municipality's road system.

The attached table outlines the highways that will be transferred to your municipality. Most transfers will occur by April 1, 1997. Roads which qualify to receive a one-time, unconditional compensation payment have been identified.

OTTAWA CARLETON OFFICE OF THE CHAIR	
Received	JUN 20 1996
FILE #	03-96-0006-
DOC #	96-3535
ACTION TAKEN	
TO	

However, in some areas of the province, the ministry will continue to make a considerable investment completing or undertaking future freeway expansion. As these highways are constructed and open to traffic, existing provincial highways parallel to these new or improved routes will be transferred to municipal ownership. Since the province's investment on these facilities will be substantial, these parallel highway transfers will not be compensated. Identification of parallel transfers, currently applicable within your municipality, are also included on the attachment.

Ministry officials from our District and Regional Offices will be in touch with your municipality to review the details of these transfers.

As you know, the transfer of these highways has been ongoing for quite some time. I am satisfied that the level and distribution of compensation offered through this arrangement is both equitable and reasonable given today's financial situation. It is important that we strive to conclude highway transfers.

Sincerely,



Al Palladini
Minister

cc. Gilles Morin, MPP - Carleton East
Norman Sterling, MPP - Carleton
John Baird, MPP - Nepean
Garry Guzzo, MPP - Ottawa-Rideau
Jean Lalonde, MPP - Prescott-Russell
Bernard Grandmaitre, MPP - Ottawa East

Attach.

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

HIGHWAY	LOCATION	DISTANCE (km)
TO BE TRANSFERRED BY APRIL 1, 1997, WITH COMPENSATION		
17	From Junction of Highway 417 To 0.5 km East of Trimm Road	14.2
31	From Ottawa South Limits To Regional Road 8	10.9
44	From Highway 17 To Lanark Boundary	10.1
7203	From Highway 17 (Arnprior Bypass) To Highway 15	0.8
TOTAL:		36.0
TO BE TRANSFERRED WHEN PARALLEL WORK COMPLETE WITHOUT COMPENSATION		
16	From Century Road To Ottawa South Limits	18.5
TOTAL:		18.5



Township of Canton de
Cumberland

255 boul. Centrum Blvd.
 Bureau/Suite 100
 Orléans, Ontario K1E,3V8
 Tél./Tel.: (613) 830-6200
 Fax: (613) 830-8741

September 13, 1996

Mayor's Office
 Bureau du maire

Mr. Peter Clark
 Chair
 Regional Municipality of Ottawa-Carleton
 Ottawa-Carleton Centre, Cartier Square
 111 Lisgar Street
 Ottawa, Ontario
 K2P 2L7

Dear Mr. Clark:

Re: Provincial Road Transfers

OTTAWA-CARLETON TRANSPORTATION DEPARTMENT	
TO: MIES	L.S. GWSB
REC'D SEP 19 1996 10-96-P01702	
FILE NO.:	10-96-P00000
REC. NO.:	96 SEP 293
FILE:	COPIES SENT TO:

(Tel./Tél.) 830-6209

OTTAWA-CARLETON OFFICE OF THE CHAIR	
Received SEP 17 1996	
FILE #	82-96-0006
DOC. I.D.	96-4918
ACTION TAKEN	
TO	

Thank you for your letter of July 18, 1996, in which you brought to our attention the fact that Highway 17, from the 417-17 split to Trim Road, will be turned over to the Region. I too have considerable concern with this transfer.

Presently, I believe all municipalities in the Region are responsible for lighting along roadways. Since I received your letter, I have asked staff to get information from Ontario Hydro to determine the cost of maintaining these lighting fixtures from Champlain Street east to Trim Road. The following is the most current available information.

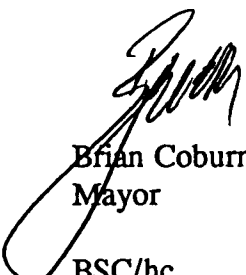
Within the limits of Champlain Street and Trim Road, there are 26 mast mount lighting fixtures, each with 10 x 400 watt high pressure sodium fixtures. The energy consumption for each fixture is approximately \$2,500.00 per year which for 26 fixtures means somewhere in the order of \$65,000.00 annually. The maintenance of these fixtures (based on re-lamping every two years for 260 lamps, and taking into account a 20% failure per year and that the time taken to replace each one is a minimum of two hours per mast) is something in the order of \$17,000.00. Therefore, the annual cost of maintenance for these 26 mast mounted lighting fixtures rises to a total in excess of \$82,000.00. This is only an estimate. In addition to this, if any maintenance has to be done in the winter, there is the cost of snow clearing from the shoulder of the road to the mast to gain access to the pole. In short, the maintenance of these fixtures would result in a 28% increase to our present lighting budget.

....2

As you can appreciate, Mr. Chairman, we would require almost a 1% increase in our levy just to handle this additional financial burden. To put it to you very bluntly, we are not in a financial position to be able to assume this burden and it is quite possible that these costs may have to be sorted out during the process, presently involving Mr. Beckstead and the area CAOs, to determine who does what within the Region.

As more information becomes available, I would appreciate having an opportunity to discuss with you the impact that the downloading of this portion of roadway will have on our Municipality.

Sincerely,



Brian Coburn
Mayor

BSC/hc

- c. N. Lathrop, Chief Administrative Officer
- H. Kreling, Regional Councillor
- R. van den Ham, Regional Councillor
- R. Martineau, Commissioner of Physical Environment

cc: CAD

Transportation + Env. Commissioner ✓

18 July 1996
01 03-96-0006

«name»
«mun»
«street»
«box»
«city»
«code»

(Area Mayors)

Dear «sab»

Re: Provincial Road Transfers

I am enclosing copies for your information, of letters received from the Ministry of Transportation dated 17 June 1996, 12 July 1996 and our reply to the first letter dated 25 June 1996.

This is a considerable burden in that there will be no capital funding attached to these roads, and that there will be some local implication in terms of their lighting costs. We have initiated discussions with the Minister, but I believe that you should be at least aware of the nature and size of the problem.

A preliminary ballpark estimate is that the annual maintenance on these roads will exceed \$1.2 million. There is no definition, as yet, of what constitutes "provincial interest".

It will be of some interest to all of us when the finalization of this takes place. I will endeavour to keep you up to date as this proceeds.

Sincerely,

Peter Clark,
Regional Chair

PDC/cjb

Attachments ✓

#99
JUL 19 1996
CB

County of Haliburton

P.O. BOX 399
MINDEN, ONTARIO
K0M 2K0

Murray Fearrey,
Warden

705-286-1333 phone
705-286-4829 fax

Mr. Leslie A. Shepherd, P.Eng. OTTAWA-CARLETON ACTING C.A.O.	
TRANSPORTATION DEPARTMENT	
TO: M.J.S.	L.S. / DB
REC'D OCT 2 1996	
FILE NO.:	20-96-1150
REC. NO.:	96 Oct 24
FILE:	COPIES SENT TO:

see me

September 26, 1996.

Regional Municipality of Ottawa-Carleton,
Cartier Square,
111 Lisgar Street,
Ottawa, Ontario
K2P 2L7

Re: Provincial Highway Transfers

At the regular meeting of September 18, 1996, the Council of the County of Haliburton discussed the issue of highway transfers and its impact on the municipality's finances.

At the close of this discussion, Resolution No. 89/96 was passed as follows:

Whereas the Ministry of Transportation has notified the County of Haliburton that on April 1, 1997, 96.5 km of provincial highway will be transferred to the municipal road system;
And whereas the sum of money to be provided in recognition of the immediate capital needs on these highways appears to be sufficient;
And whereas NO provincial funding is to be provided for ongoing maintenance of these highways;
And whereas provincial funding for the present municipal road system is being continually reduced;
And whereas the municipal tax base in the County of Haliburton cannot support the cost of maintenance of these highways in addition to the present demands on the municipal taxpayers;
Now therefore be it resolved that the County petition the Province of Ontario to provide for an adequate source of funding for maintenance of the municipal road network, either through a renewed program of provincial subsidy or by reducing or assuming some of the other financial demands on the municipal tax bill.

Council respectfully urges other counties and regions to take similar action in the hope that a united voice will result in some beneficial movement on the part of the province.

Thank you for your consideration.

Sincerely,



Leslie A. Shepherd,
Acting C.A.O.

Anson, Hindon and Minden

Bicroft

Cardiff

Dysart et al

Glamorgan

Lutterworth

Monmouth

Sherborne et al

Snowdon

Stanhope

The Regional
Municipality
of
HALDIMAND-NORFOLK



REGIONAL ADMINISTRATION BUILDING

70 TOWN CENTRE DRIVE
TOWNSEND, ONTARIO N0A 1S0TELEPHONE: (519) 587-4911
FAX: (519) 587-5554

October 17, 1996.

The Honourable Al Palladini
Minister of Transportation
Ferguson Block 3rd Floor
77 Wellesley Street West
Toronto ON M7A 1Z8

OTTAWA CARLETON
REGIONAL CLERK'S DEPT.

Received OCT 25 1996

100-96-0010

96-3603

TRANSP.

GLEN

BOS

Dear Honourable Sir:

RE: Transfer of Provincial Highways

Regional Council at their Meeting of October 17, 1996 endorsed a Recommendation of the Engineering Committee of October 10, 1996, as follows:-

"That the Honourable Al Palladini, Minister of Transportation be requested to provide additional maintenance funding beyond the first year, for a 5 year transition period, for the Provincial highways being transferred to the upper tier municipalities throughout Ontario for the purpose of phasing in the increased maintenance burden to the Counties and Regions; and

That this resolution be circulated to the Counties and Regions for support; and

That a copy of this resolution be sent to Peter Preston, M.P.P. and Toby Barrett, M.P.P."

Please do not hesitate to contact the Commissioner of Engineering, Mr. Eric D'Hondt, should you desire additional information concerning this decision of Regional Council.

Yours truly,

Gerald van der Wolf,
Regional Clerk.

Gv/jl

pc: Regions and Counties,
Peter Preston, M.P.P.,
Toby Barrett, M.P.P.,
Eric D'Hondt.

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre, Cartier Square
111 Lisgar Street, Ottawa, Ontario K2P 2L7



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton, Place Cartier
111, rue Lisgar, Ottawa (Ontario) K2P 2L7

Regional Clerk's Department
Tel. (613) 560-2058
Fax. (613) 560-1380

Service du greffe
Tél. (613) 560-2058
Télécopieur (613) 560-1380

Mary Jo Woollam
Regional Clerk/Greffier régional

Barry O'Gorman, AMCT
Deputy Regional Clerk/Greffier régional adjoint

Our File No: 00-96-0010
October 28, 1996

Mr. Gerald van der Wolf, Regional Clerk
The Regional Municipality of
Haldimand-Norfolk
70 Town Centre Drive
Townsend, Ontario
N0A 1S0

Dear Mr. van der Wolf:

RESOLUTION RE: Transfer of Provincial Highways

Your letter of recent date containing the above-noted resolution, is acknowledged.

Should Council endorse this resolution, you will be notified accordingly.

Yours truly,

A handwritten signature in black ink, appearing to read 'Mary Jo Woollam', written over a printed name and title.

Mary Jo Woollam,
Regional Clerk

/pp

c.c. M. Sheflin, Commissioner, Environment & Transportation Department



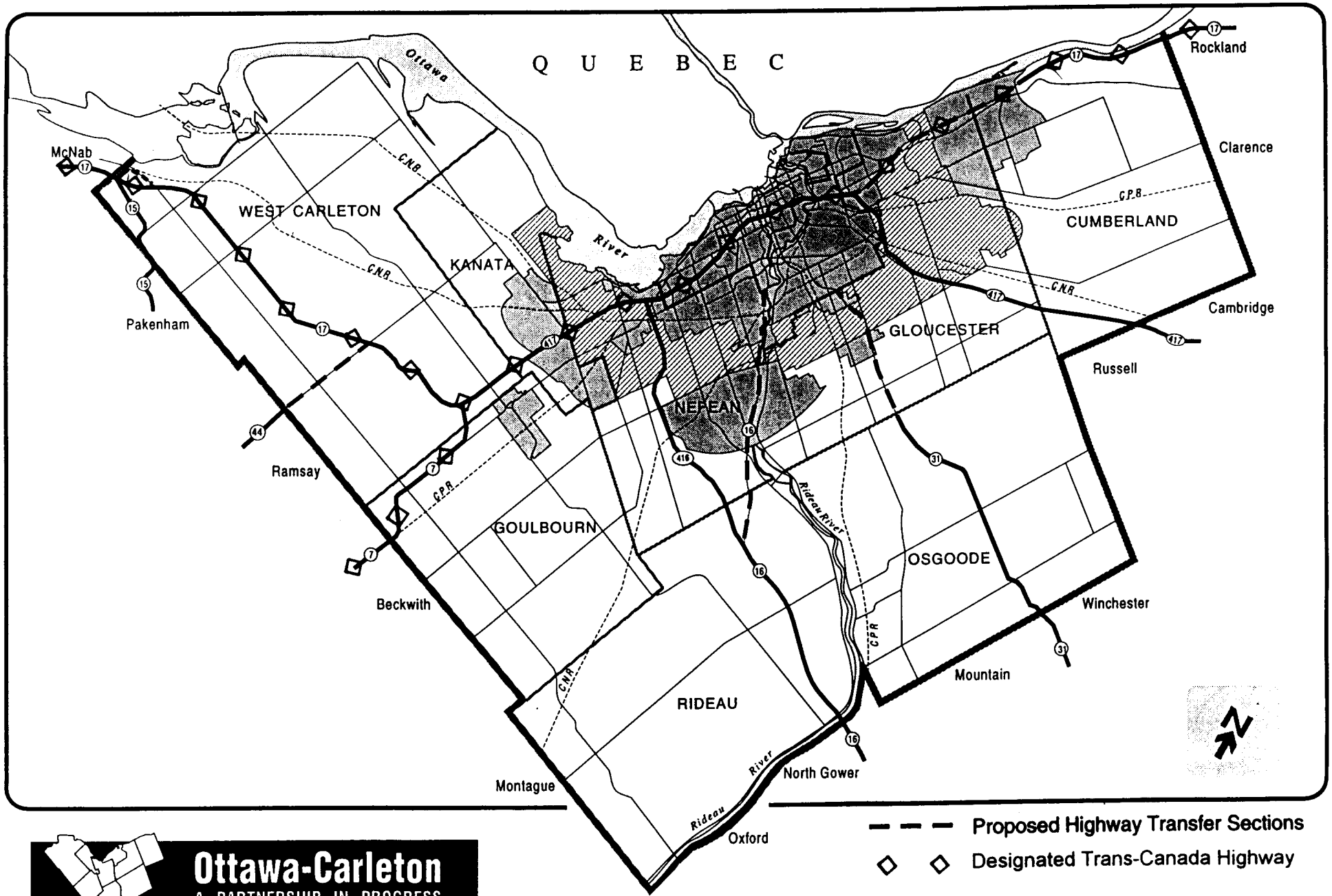


Exhibit 1: Proposed Provincial Highway Transfers

Transportation Department
Regional Municipality of Ottawa-Carleton

RESOLUTION
OF THE COUNCIL OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

Re: Provincial Highway Transfers

Whereas the Ministry of Transportation has notified the Regional Municipality of Ottawa-Carleton that on April 1, 1997, some 200 lane kilometres of Provincial Highways will be transferred to the RMOC Regional Road System;

And whereas the funds to be provided in recognition of the immediate capital and maintenance needs of these highways appears grossly insufficient;

And whereas no Provincial funding is to be provided for the ongoing maintenance of these highways except for one year;

And whereas Provincial funding for the present RMOC Regional Road System is being continually reduced;

And whereas the municipal tax base in the Regional Municipality of Ottawa-Carleton cannot support the cost of maintenance of these highways in addition to present demands on the Regional taxpayers;

Now therefore be it resolved that the Regional Municipality of Ottawa-Carleton petition the Province of Ontario to provide for an adequate source of funding for maintenance of the municipal road network, either through a renewed program of Provincial subsidy or by reducing or assuming some of the other financial demands on the regional tax bill;

And be it further resolved that the Council of the Regional Municipality of Ottawa-Carleton urge the Province of Ontario to dedicate part of the existing fuel taxes and licencing fees towards the maintenance of the Provincial Highway system as well as municipal road network;

And that this resolution be conveyed to the Association of Municipalities of Ontario (AMO), all other counties and regions associations and to the Councils of the major urban centres in the Province of Ontario.