



**Tuesday, March 19, 2019**  
**5:00 p.m. – 7:00 p.m.**

**Wednesday, March 20, 2019**  
**3:00 p.m. – 5:00 p.m. and 7:00 p.m.– 10:00 p.m.**

**Monday, March 25, 2019**  
**9:30 a.m. – 12:00 p.m. (if required)**

**Tuesday, March 26, 2019**  
**9:30 a.m. – 5:00 p.m. (if required)**

**Council Chambers – 4<sup>th</sup> Floor – City Hall**

**Members:** Mayor P. Brown (Chair)  
Regional Councillor P. Vicente – Wards 1 and 5 (Vice-Chair)  
Regional Councillor R. Santos – Wards 1 and 5  
Regional Councillor M. Palleschi – Wards 2 and 6  
Regional Councillor M. Medeiros – Wards 3 and 4  
Regional Councillor P. Fortini – Wards 7 and 8  
Regional Councillor G. Dhillon – Wards 9 and 10  
City Councillor D. Whillans – Wards 2 and 6  
City Councillor J. Bowman – Wards 3 and 4  
City Councillor C. Williams – Wards 7 and 8  
City Councillor H. Singh – Wards 9 and 10

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:

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Note: Note: Meeting information is also available in alternate formats upon request.

## Agenda Budget Committee

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[Public Notice](#) of this meeting was published in the Brampton Guardian and the City's website ([www.brampton.ca](http://www.brampton.ca)) on March 14, 2019.

### Related Document(s):

- [2019-2021 Proposed Budget](#) (available for viewing on the City's website)

1.     **Approval of Agenda**

2.     **Declarations of Interest Under the Municipal Conflict of Interest Act**

3.     **Consent**

- \* The following items listed with an asterisk (\*) are considered to be routine and non-controversial by the Committee and will be approved at this time. There will be no separate discussion of any of these items unless a Committee Member requests it, in which case the item will not be consented to and will be considered in the normal sequence of the agenda.

(nil)

4.     **Presentations**

*(Tuesday, March 19, 2019)*

- 4.1.   Presentation by J. Pittari, Acting Chief Administrative Officer, and D. Sutton, Treasurer, Corporate Services, re: **2019-2021 Operating and Capital Budgets**.
- **Council Questions – Pre-Budget Deliberations**
  - **Engagement – Details of Community Input**

Note: The staff presentation will be distributed prior to the meeting.

5.     **Delegations**

- 5.1.   Possible Delegations re: **2019-2021 Current and Capital Budget Approval, including Proposed 2019 Brampton Transit Fares and Related Charges**.

(See Items 4.1 and 7.1)

## **Agenda Budget Committee**

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- 5.2. Delegation from Aaron Freeman, Principal, Pivot Strategic Consulting Inc., on behalf of Giovanni Angelucci, Canada Clean Fuels, re: **Use of Biodiesel Blend in City's Diesel Fuel Contracts.**

Note: The delegation has requested to present on Wednesday, March 20, 2019 at 3:00 p.m.

6. **Local Board and Other Presentations**  
(Wednesday, March 20, 2019)

6.1. **Downtown Brampton BIA**

Presenter: Suzy Godefroy, Executive Director

6.2. **Brampton Public Library**

Presenters: Rebecca Raven, Chief Executive Officer, and Jaipaul Massey-Singh, Board Chair

7. **Reports**

- 7.1. Report from A. Milojevic, General Manager, Transit, dated February 28, 2019, re: **Brampton Transit Fare Change.**

*Recommendation*

8. **Referred Matters**

9. **Correspondence**

- 9.1. Correspondence from Todd Letts, Chief Executive Officer, Brampton Board of Trade, re: **2019 Budget Recommendations.**

- 9.2. Memorandum from P. Fay, City Clerk, City Clerk's Office, re: **Transmittal of Audit Committee Recommendations for the 2019-2021 Internal Audit Budget.**

- 9.3. Correspondence from KPMG LLP Chartered Accountants, dated February 21, 2019, re: **City of Brampton Service Delivery Review Update.**

**Agenda**  
**Budget Committee**

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- 10.     **Other/New Business**
- 11.     **Council Question Period**
- 12.     **Public Question Period**  
          15 Minute Limit (regarding any decision made at this meeting)
- 13.     **Closed Session**
- 14.     **Adjournment**



# 2019 – 2021 Operating and Capital Budgets

\*Presentation to be  
distributed at meeting

**Presented to Budget Committee  
March 19, 2019**



LET'S **CONNECT**  
**BUDGET**  
**2019**

# 2019-2021 PRE-BUDGET DISCUSSION



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## CAO'S OFFICE

### In attendance - Mayor Brown

#### Q1: How many people are employed in Strategic Communications? How is the service delivered? How much are they producing per area?

Strategic Communications has a total staff of 25 Full-Time equivalents (FTEs), consisting of the following:

Team	FTEs
Communications Advisory Services	12
Creative Services	7
Media and Engagement	6
<b>Total</b>	<b>25</b>

We operate in an agency-style model, working as an integral partner with City departments. We also have a mandate to present a compelling and cohesive City narrative to internal and external stakeholders.

Our **Communications Advisory team** has Senior Advisors assigned to City departments, divisions and initiatives as a direct point of contact. This team provides strategic advice and helps implement internal, public and other stakeholder communications to support client objectives and the City's corporate strategy, vision and reputation. This group engages our Creative Services and Media and Engagement teams, often in collaboration with client groups, to draw on their respective expertise and resources.

The **Creative Services team** handles design, production, photography and videography services, and brings a strong creative lens to communications planning with client groups. The Creative Services team protects and enhances the City's visual identity, providing design and creative support that supports individual projects while maintaining a strong and consistent corporate brand.

The **Media and Engagement team** support client groups by overseeing all mainstream and ethnic media relations activities for the corporation, managing corporate social media channels, sending daily clips, and offering support on public engagement initiatives. The team works to protect and enhance the City's image and reputation, by proactively promoting positive City stories through relevant media channels, and responding to media requests and questions.

Collectively, Strategic Communications serves client groups through the lens of the overall City narrative, and collaborates across departments on issues management and to tell stories to amaze outsiders, engage employees, and make Bramptonians feel proud of their city.

This is what it means as projects and strategy get rolled out:

- Consulting, document development and messaging for advocacy to senior levels of government on strategic projects and initiatives in transportation, healthcare, post-secondary education and more
- Supporting senior management and Council on key messages for corporate communications, priority projects and issues management
- Developing targeted and creative ways to share the City narrative. Social media sharing of a fire safety video for Valentine's Day generated 51,000 views. A video for a University project milestone received 20,000 views in a week through social media advertising. A video communicating changes coming through a downtown project had 4,400 video views through targeted channels.
- Moving the engagement and awareness needle on transformative projects such as the 2040 Vision (33,000 residents engaged), Downtown Reimagined, University, Riverwalk
- Driving voter awareness and engagement for 2018 Municipal Election

- Managing issues and messaging around important projects and topics such as Light Rail Transit and winter operations
- Promoting the City's signature events like CeleBrampton, Canada Day, Tree Lighting, New Year's Eve among diverse communities
- Updating internal website content daily to engage employees in City priorities, events and activities
- Working with City partners to support new ways for working groups and departments to collaborate and share information
- Delivering strategic support and corporate communications to help employees understand and own corporate values

2018 by the numbers:

- Completed 2,206 design and production jobs, a 40 per cent increase from 2016
- Produced 58 videos in 2018, a 164 per cent increase from 2016
- Completed 63 photoshoot requests (in addition to daily photography for social channels and digital media)
- 200 proactive media outreach activities in 2018, resulting in 590 print and online stories (does not include radio/television)
- 267 media requests resolved, an increase of 40 per cent over 2017
- Placed 110 ads in culturally focused media outlets
- Over 28,000 followers on social media (Facebook, Twitter, Instagram) - Facebook: 488 posts, 36,000 overall engagement, 25,000 reactions, 4,800 comments, 6,800 shares, 9,000 link clicks to Brampton.ca; Twitter: 1,400 tweets, 4.58M impressions, 8,800 retweets, 13,000 likes, 23,000 link clicks to Brampton.ca; YouTube: 102,500 minutes watched; Instagram (launched mid-year): 161 posts, 7,600 likes, 204 comments
- 6 printed newsletters delivered every other month to all employees
- More than 30 digital newsletters to subscribed stakeholder audiences
- Connected to more than 23,000 stakeholders through the City's interactive Open Data platform, Geohub, as a component of a wide variety of communications campaigns

## **Q2: How many total staff in HR and total in Talent Acquisition?**

Human Resources has a total staff of 61 Full-Time equivalents, consisting of the following:

Team	FTEs
Compensation & Benefits	10
Health/Safety and Wellness	7
HR - Client Services	14
HR records/administration, Policy and Strategy	10
Labour Relations	5
Org Development & Learning	7
Staffing Services/Talent Acquisition	8
<b>Total</b>	<b>61</b>

Talent Acquisition has 8 Full-Time employees.

**Q3: What is the Administrative and Vital Stats Clerk position for?**

The Administrative and Vital Stats Clerk is an additional compliment due to increased volumes in marriage licenses issued and registrations, marriage ceremony bookings, and death registrations.

Briefly, this position is responsible for:

- Process Vital Statistics - Death Registrations, Marriage Licence Registrations in accordance with Provincial legislation
- Process Marriage License Applications in accordance with Provincial legislation
- Book Civil Marriage Ceremonies
- Coordinate Red Light Camera ticket delivery and distribution
- Process payments for City Clerk's services (cheques, debit, credit card)
- Act as first response for City Clerk's Office and City Hall

The following are the estimated increase in revenues:

Revenue	2018 (\$)	2019 (\$)	Variance (\$)
Marriage Licenses	98,000	120,000	22,000
Burial Permit Fees	85,000	100,000	15,000
Civil Marriage Ceremony	98,000	120,000	22,000
<b>Total</b>	<b>281,000</b>	<b>340,000</b>	<b>59,000</b>

**Q4: Is there an accessibility committee? Who is on it?**

Yes, there is an Accessibility Committee. The term of the previous Committee ended on November 30, 2018 and we are currently receiving citizen applications for the December, 2018 to November, 2022 term.

**Q5: Please provide the Staffing numbers for each Department of the City**

Please refer to **Appendix #1 - Department-wide Staffing Information**



## COMMUNITY SERVICES

**In attendance - Mayor Brown & Councillors Bowman, Dhillon, Santos, Singh, Vicente, and Williams**

### **Q1: Where do we have boxing clubs in City facilities? Who runs the boxing program?**

Balmoral Recreation Centre is the only City location that holds a boxing club. The program is run by Bramalea Boxing Club, who is an affiliate group.

### **Q2: What is the \$345,000 for Security Services in the 2019 capital submission for?**

\$100,000 for Corporate Security Systems:

- Upgrading 100 obsolete security camera video recorders to current standards, and adding performance enhancing features such as video analytics, and forensic searches
- Upgrading card access servers and software to current standards and futureproofing the system to account for future growth with in the City of Brampton

\$170,000:

- Rekeying of door locks for the Downtown campus as part of a multi-year phased in approach

\$75,000:

- New fire alarm/intrusion alarm redundant receiver station.
- Replace obsolete analogue security cameras, with up to date digital cameras (Multi-year project - 79 PTZ & 886 Fixed cameras)
- City Hall elevator lobby mag-locks (floor 3-5), upgrade, permits, verification, testing and commissioning
- South Fletchers CCTV upgrade
- Upgrade Civic Centre parking PTZ cameras
- Upgrade Soccer Centre PTZ cameras
- Upgrade Trinity Common Transit Station platform PTZ
- POA panic system and intrusion upgrades
- Animal Services security upgrades
- End of life replacement for phase 1 ZUM stops (Queen Street East, 27 cameras, 13 duress alarms and Steeles Avenue East, 15 cameras, 7 duress alarms)

### **Q3: What is the replacement cycle for fitness equipment?**

The replacement cycle depends on a variety of factors including, new technology (keeping up with current industry trends), demand maintenance and parts maintenance. Majority of our equipment has a built in hour or km monitor that helps gauge the lifecycle of the equipment. We have a preventative maintenance provider/contractor who monitors the cycle/maintenance costs and advises when equipment meets life expectancy based on number of repairs and cost to maintain.

**Q4: Can we buy out the CAA Center contract? If so, how much would it cost?**

At the May 17, 2017 Committee of Council meeting, staff presented a report to Committee concerning this very topic. Summary as follows:

Following Council's direction to staff and a competitive bidding process, PricewaterhouseCoopers (PwC) was retained by the City to undertake an analysis concerning the potential early acquisition of the CAA (PowerAde at that time) management contract.

The Current contract concerning the management of CAA expires in 2034.

PwC provided the following:

- Valuation of the leasehold interest and management fee paid to PA Sports
- Business case analysis

Negotiated buyout would likely require:

- One-time cost for early acquisition of management contract (subject to negotiation - just an estimate)
- NET NEW annual operating costs, ongoing
- Annual capital costs (required to be paid by City regardless of decision)

Council ultimately decided not to pursue the early buyout of the management contract.

If Council directs staff to re-visit this possibility again in 2019, it would be recommended that estimates be re-examined and a new analysis be conducted with updated information.

The May 2017 report can be re-circulated to our current Council members for review, should that be desired.

Financial details are confidential and can be discussed in CLOSED SESSION ONLY.

**Q5: How many project coordinators in Building Design and Construction (BD&C)? Managing how many projects?**

There are 17 Project Coordinators (14 permanent, 3 contract), managing approximately 8 to 10 projects annually (average annual project value of \$3.5 million).

**Q6: What is the Compliance Coordinator position in Recreation for?**

This position works to review and update all existing divisional policies and procedures to ensure they are in line with legislative requirements, and to create new policies and procedures that ensure a safe and equitable experience in Recreation for all Brampton residents. In addition the Compliance Coordinator contributes expertise to continuous improvement projects across the division, with a goal of improving the end user experience for Recreation participants across all lines of business.

**Q7: What is the IDS section responsible for?**

- Renovations, alterations and interior finishes
- Work space accommodations, Space Standards, drawings management
- Accommodation and ergonomic services, furniture and workstations
- Interior way finding signage



## CORPORATE SERVICES

**In attendance - Mayor Brown & Councillors Bowman, Dhillon, Santos, Singh, and Vicente**

### Q1: What is included in Phase 2 of hospital funding?

Phase II will include an expansion of the current facility to a new multi-storey in-patient care tower with over 100 new beds specializing in continuing complex care and patient rehabilitation. Phase II is an integral part of the long-term planning process to increase in-patient capacity across Osler's health system.

### Q2: Is there funding for a third hospital?

There is no funding currently set aside or provisions made for the future collection of funding for a third Hospital.

### Q3: What is the LACAC Reserve? What is it for?

The LACAC reserve was established in 1993 for Local Architectural Conservation Advisory Committee (also known as Brampton Heritage Board). We have never drawn down on the funds in the reserve and continue to collect interest. The funds are to be used for educational purposes at the discretion of the board.

### Q4: What does 1% increase equate to?

A 1% increase in the City's net budget equates to \$4.77 million.

### Q5: What was 2018 operating budget vs 2019?

Total gross expenditures are shown below:

2018 (\$000s)	2019 (\$000s)	Variance (\$000s)
677,912	713,091	35,179

### Q6: How many people are working in IT? Why are the two Audio visual positions required?

Information Technology has a total staff of 170 Full-Time equivalents.

On July 4th, 2017 Rogers Communication removed their community channel (Rogers 10) and ceased producing and telecasting Council/Committee meetings. As an interim solution, the City of Brampton entered into a service agreement with ISI Live to be able to stream council meetings directly to the residents. The City increased its contract with PSI AV for the production of council/committee meetings to accommodate the need to stream council and other public meetings.

The Visual Technologies and Solutions program is required to address the need to set Corporate Standards and manage the lifecycle of equipment to provide consistent service and user experience across the City. Audio Visual is an essential service for the Modern Workplace allowing collaboration, effective communication to improve overall critical and analytical thinking.

Prior to this request, Audio Visual has never had a home, was neglected and never had appropriate resources. We have since consolidated to improve operations and how we deliver services that include a close partnership with Construction and Interior Design Services staff for consulting, design, procurement, installation coordination and solution acceptance.

Currently Digital Innovation and Information Technology (DIIT) supports and maintains the enterprise Audio Visual systems including Boardrooms, Meeting Spaces, Recreation Centres (indoor and outdoor signage) and Council Chambers which account for over one hundred (100) individual areas. In the near future, we will expand the program to include other digital signage and wayfinding.

At present, DIIT have no staff complement to support the enterprise Audio Visual systems and it is on a best effort/most critical basis. The Audio Visual program was entrusted to DIIT in 2018, as it was previously done on an ad-hoc basis through Facilities Operations Maintenance with no associated budget or support staff that could be transferred to DIIT.

DIIT utilizes external vendors to assist with physical repairs of equipment on a Time and Materials cost basis. (Vendors: AAtel, PSIAV, Connections and Communications, ISI Live (Streaming)).

Current corporate initiatives requesting DIIT resources:

Construction:

Working with our business partners (IDS, Construction, DIIT Project Management) on several initiatives:

- South Fletchers - Renovation
- Loafers Lake - Renovation
- Fire HQ/EOC - New Construction
- Riverstone - Renovation/New Construction
- Council Chambers - Renovation

Support corporate initiatives:

- Workplace Modernization
- Innovation Centre
- City Hall/ West Tower - Boardroom Modernization
- Digital Signage and Wayfinding

The request for two positions (1 FTE and 1 PTM) will enable support for existing equipment and provide management for all the new capital and current initiatives. Growth in the need for AV solutions such as digital signage, boardroom automation and flexible workplaces require professional AV staff to maintain a high level of service delivery across the corporation.

Visual Technologies and Solutions program includes the following:

- Council Chambers and Committee Room Support
- Meeting and collaboration spaces support
- Indoor and outdoor digital signage
- Legislated streaming and recording of all public meetings
- Net new buildings and renovations
- Workplace modernization
- Front line technical support

Support staff duties include:

- Taking requests, managing requests, coordinate with external vendors when required, provision and support of the technology
- Managing the lifecycle of technology for the program

**Q7: What percentage of tickets are challenged for red light tickets?**

Unfortunately, actual statistics regarding the percentage of traffic tickets being challenged is not readily available. However, supplementary information about the number of charges filed for red Light Tickets is provided below:

Charges Filed	
2014	7,930
2015	7,081
2016	7,170
2017	9,254
2018	13,392

From 2014 through 2016 there were 12 cameras and in 2017 two additional cameras were added to bring the current total in Brampton to 14.

**Q8: How many Senior Buyers in Purchasing and how many total staff?**

Purchasing has 9 Senior Buyers and a total staff of 27 Full-Time equivalents, consisting of the following:

Team	FTEs
Procurement Performance	7
Purchasing	20
<b>Total</b>	<b>27</b>

**Q9: What interest rate do we get on city reserves?**

Rate of Return on City Reserve Funds for January 2019 was 2.54%. Funds are primarily invested in Bonds (Provinces, Munis, CHT/CMHC, and Major Banks) and GICs (Major Banks). Returns have been increasing in line with Bank of Canada interest rate increases.

**Q10: What interest rate do we pay on debentures?**

The City does not currently hold any debenture debt and the current market estimate is @ 3.50% for 30-year debt

**Q11: Can you provide me with a chart that shows how much we have contributed to the infrastructure levy in year 1, 2, 3 (in the past, since its inception) and project out the total amount to be set aside every year for the next 10 years?**

In 2008, the City began taking action to fund the repair and replacement of existing assets. The contributions the City has made over the last 10 years, has mitigated the size of the infrastructure gap. However, the City's current Infrastructure Gap is over \$200 million and projected to grow to over \$600 million in 10 years. (Refer to Appendix #2-A - [Annual Contribution History](#))

The Asset Management Plan and Long Term Financial Master Plan indicate that the current practice of approving a 2% infrastructure levy annually will result in stabilizing the infrastructure gap over the next 10 years. (Refer to Appendix #2-B - [Infrastructure Levy Funding - 10 Year Projection](#))



## ECONOMIC DEVELOPMENT AND CULTURE

**In attendance - Mayor Brown & Councillors Dhillon, Santos, Singh, Vicente, and Williams**

### Q1: What is the budget for farmers market in 2019?

The 2019 budget for the Farmer's Market is:

2019 Budget (\$)	
Labour, Operating & Security Expenditures	71,800
Revenues	(30,000)
<b>Total</b>	<b>41,800</b>

Note: Expense shown for both Downtown Farmers Market and Mount Pleasant Village Community Market. There is an additional estimated \$58,000 of in-kind value to support the weekly execution of both markets

### Q2: Do we have a busker program? Where are they used?

We have a busker program for the Downtown Farmers Market. Application is found online -> [Click here.](#)

### Q3: What is the proposed budget for Rose Theatre?

The proposed 2019 budget for the Rose Theatre is:

2019 Budget (\$)	
Labour Expenditures	2,898,464
Other Expenditures	2,497,000
Revenues	(2,236,000)
<b>Total</b>	<b>3,159,464</b>

### Q4: The four walls of The Rose Theatre, facing the tracks, are bare. Can this be used for displaying local art?

Staff have recently updated the exterior panels (adjacent to the Go Train line) with Rose Theatre signage. As part of the 2019 marketing program, staff can look at this space for potential opportunities.

### Q5: Is there a budget for Public art?

Cultural Services currently utilizes operating dollars to address maintenance needs of the public art collection. As part of the proposed 2019 work plan, an assessor will be retained to review the City's public art collection and make recommendations for ongoing asset management needs and budget for 2020 and beyond.

### Q6: Are we having consultations around LBP in regards to its future use and name?

Staff are planning a Culture Roundtable early in Q2 where community members will have an opportunity to discuss Culture Master Plan projects and initiatives, including visioning for Lester B. Pearson Theatre and Cyril Clark Lecture Hall.

**Q7: Due to a large vegetarian community in the east side, is it possible to have the farmers market at Gore Meadows?**

The Tourism division has prioritized Culinary Tourism as a sector of strength in Brampton and will be identifying opportunities to develop culinary experiences and a more robust food & beverage sector in Brampton. The Farmers' Markets portfolios will be reviewed as part of this project.

**Q8: How much did CAA pay for naming rights?**

We don't have any details of the contract as the CAA Centre deal is between CAA and RealStar (operators of the building).

**Q9: What is the \$372,000 for Arts Council going to be used for?**

It is earmarked for a future arms length arts organization (based on operating budget of former Brampton Arts Council). A report will be brought to Council with recommendations for a governance model. The Culture Master Plan calls for the City to hire third-party expertise to conduct needs assessment and make recommendation. Budget will be used initially to support development of the business case and further allocated based on a council-approved recommendation.

## FIRE AND EMERGENCY SERVICES

**In attendance - Mayor Brown & Councillors Santos, and Singh**

**Q1: What percentage of total calls received are false alarms?**

12% of calls received in 2018 turned out to be False Alarms. Data from 2013 to 2018 is as follows:

Fire Calls			
Year	Total	False Alarms	
		Number	% of Total
2013	18,050	2,551	14%
2014	20,478	2,690	13%
2015	20,923	2,590	12%
2016	22,944	2,694	12%
2017	24,320	2,788	11%
2018	24,745	2,969	12%

Fire bills for false alarms (1st occurrence at an address is waived) through the user fee by-law. Revenue has increased significantly over the past two years:

False Alarms	
Year	Revenue (\$)
2016	153,330
2017	281,092
2018	320,790

## PLANNING AND DEVELOPMENT SERVICES

**In attendance - Mayor Brown & Councillors Fortini, Santos, and Singh**

**Q1: What is the maximum you can apply for from the façade program? How many applications have been processed in the past 3 years?**

For either the Façade Improvement Program, or the Building Improvement Program, the maximum grant per property is as follows:

- \$20,000 for a standard property
- \$30,000 for properties with multiple storefronts or street addresses
- \$50,000 for a property with a designated heritage structure

Summary of applications processed for the Façade & Building Improvement Program over the past four years is provided below:

Year	Applications	
	Processed	Payments (\$)
2015	6	150,514
2016	13	370,000
2017	8	190,000
2018	8	190,568
<b>Total</b>	<b>35</b>	<b>901,082</b>





## PUBLIC WORKS AND ENGINEERING

**In attendance - Mayor Brown & Councillors Santos, Singh, Vicente, and Williams**

**Q1: Performance metrics for winter control show 100%. Public would disagree that it's at 100%. Can you please advise how that metric was calculated?**

The metric is based on the provincial minimum maintenance standard which states that roads are to be safe and passable within 24 hours of the end of the storm (the last snowflake that hits the ground). In the instance where large volume of snow falls in a short period of time (as per environment Canada 15 cm in 12 hours), a significant event is declared which allows 48 hours after the end of storm (the last snowflake) to treat roads to safe and passable. Although the public may disagree (and there are other reasons for that e.g. snow on the local roadways does not mean they are not safe and passable). As a result of the provincial municipal maintenance standard winter control is 100%.

**Q2: What is the total budget for winter control in 2019?**

2019 Operating Budget for winter control is \$17.634 million:

2019 Budget (\$)	
In-House Labour	2,694,000
Contracted Services	11,493,000
Winter Materials (Salt ,Sand, Brine)	2,914,000
Fleet Costs	533,000
<b>Total</b>	<b>17,634,000</b>

**Q3: What is the process for the public to identify needs for additional equipment in their local playgrounds?**

Parks and Forestry does not currently have a formal process. When a request comes to the area Councillors or through 311, Parks staff will investigate the request and costs and whether they can fit the equipment into the space as per the CAN/CSA Z614-14 legislation (required space between equip). Due to the fact that City's playgrounds fall under this legislation, staff are not able to add equipment without enlarging the footprint which would drive up the costs considerably depending on what is being added to the existing area. As a result, requests are handled on a case by case and normally the funding would have to be made available the following year due to the costs.

**Q4: What is the cost of windrow service?**

Service is not currently provided for approximately 124,000 driveways (City owned roads). It would result in an estimated annual cost of \$5.2 million. Vaughan and portions of Toronto remain the only municipalities in the GTA that provide this service.

Additional considerations:

- Discriminatory service, as staff estimates that only 100,000 of 124,000 driveways would be serviceable, due to lack of boulevard snow storage in many subdivisions.
- Insufficient time to procure the required resources to implement this program for 2019-2020 winter season.
- Availability of custom built attachments for the equipment required for this operation.
- Additional space required to store 86 tractors or graders.



- Additional time and resources required to create and maintain an inventory of driveways meeting criteria for cleaning, preparation of route maps, communications to residents, quality assurance for operations and response to resident concerns. Vaughan and Toronto staff reported that this program generates their highest volumes of service requests.
- Additional snow removal operations required due to encroachment of driveway windrow piles into streets, after 3 to 4 plow events.
- Repairs to driveways and private curbs, as a result of damage caused by windrow cleaning equipment.

**Q5: Are we increasing the winter control budget?**

2019 budget provision include a total increase of \$828k for winter control budget including \$619k for contracted services due to growth and service level increase for transit terminals and \$210k on account of contract inflation.

**Q6: How much are we paying for grass cutting and maintenance? How many times do we cut?**

Last year, the grass cutting costs for 12 cuts were \$3 million, and the maintenance cost was \$120,000. City currently cuts high and medium maintenance areas 12 times, and contractors cut boulevards 12 times through the season. Low maintenance areas such as storm water ponds are cut four times, whereas sports fields are cut one to two times per week.

**Q7: Professors Lake sidewalks feels neglected. The naturalization is growing and requires maintenance. How are we addressing this?**

Parks will have staff inspect the area of Professor's Lake and North Park sidewalks for pruning of trees and shrubs and conduct the required pruning this winter.

**Q8: How much does it cost for each new road assumption? (Per Lane Km)**

The incremental operating costs for new road assumptions is approximately \$6,600 per lane km, and for parks assumption approximately \$2,915 per hectares of parks.

**Q9: How much will it cost to assume the pathways at Riverstone?**

The cost for replacement would be approximately \$350,000. Annual operating costs including winter maintenance, sweeping and grass cutting (12 cut medium maintenance) would be approximately \$43,000.

**Q10: Where is the funding for the lights on cricket pitches (based on recent presentation to Council)?**

Funding is available from previously approved Capital Project #185865-007 Parks – New Capital Development for \$750K for Consultant and Project Development Plans for the Lighting, irrigation, field and furniture improvements to the Cricket Field at Teramoto Park.

## TRANSIT

**In attendance - Mayor Brown & Councillors Santos, and Singh**

**Q1: What are your thoughts on the fact that the planned 2019 city spending on transit is less than the planned 2018 city spending on transit, despite the budget admitting 40% of routes are overcrowded?**

Gross operating expenditures on transit are increasing by about \$14.6 million or 9.5% in the 2019 budget compared to the 2018 budget. This is to accommodate a 7% increase in service and for an increase in diesel fuel prices. Due to the large growth in ridership in 2018 of 14%, there is a corresponding large increase in passenger revenues that largely offsets this cost increase. When the increase in Provincial Gas Tax is added in, the net budget (overall cost to the City) is slightly lower than the 2018 budgeted figure. Ridership increases exceeding service increases as experienced over the past three years is not something that can be sustained in the long run. It is not practical to expect that this favourable budget position will be replicated in the future.

**Q2: How much is the senior monthly transit pass?**

The cost of a PRESTO monthly pass for a senior is \$52. Seniors who reside in Brampton, and who are eligible, can apply for the Region of Peel's Affordable Transit Program which would allow them to receive a Brampton monthly transit pass for \$26 (50% discount).

**Q3: Public feels there is no investment in Transit. What is the increase to the Transit service in 2019 (2019 vs 2018)?**

Transit is proposing an increase of 7% or 88,300 hours of service in 2019. Of this increase, 7,300 service hours are an impact of the Goreway Drive grade separation project and will be required until project completion.



# APPENDICES

## APPENDIX #1: Department-wide Staffing Information

Department Division	2018	2019 BR*	2019
<b>Corporate Services</b>	<b>474</b>	<b>12</b>	<b>486</b>
DIIT	170	6	176
Finance	114	-	114
Enforcement	102	2	104
Legal	34	2	36
Purchasing	27	2	29
Court Admin	25	-	25
Commissioners' Office	2	-	2
<b>Community Services</b>	<b>1,440</b>	<b>92</b>	<b>1,532</b>
Animal Services	38	-	38
Building Design & Construction	56	3	59
Commissioners' Office	3	-	3
Facilities Operations & Maintenance	97	1	98
Realty Services	12	-	12
Recreation	1,180	88	1,268
Service Brampton	54	-	54
<b>Economic Development &amp; Culture</b>	<b>165</b>	<b>2</b>	<b>167</b>
Economic Development	24	-	24
Culture	141	2	143
<b>Public Works &amp; Engineering</b>	<b>1,057</b>	<b>(30)</b>	<b>1,027</b>
Capital Works	55	2	57
Environmental & Development Engineering	50	2	52
Parks Maintenance & Forestry	481	(43)	438
Roads Mtn, Operations & Fleet	463	7	470
Transportation Special Projects	5	2	7
Commissioners' Office	3	-	3
<b>Planning Design Services</b>	<b>161</b>	<b>7</b>	<b>168</b>
Commissioner's Office	4	-	4
Policy Planning	17	3	20
Transportation Planning	6	-	6
Strategic Planning Developments	12	-	12
Building	100	1	101
Development	22	3	25
<b>Fire &amp; Emergency Services</b>	<b>525</b>	<b>32</b>	<b>557</b>
Fire Department Admin	10	-	10
Firefighting Forces	430	25	455
Fire Apparatus & Maintenance	18	-	18
Fire Communications	17	-	17
Fire Training	8	2	10
Fire Prevention	29	3	32
Fire Life Safety & Education	5	1	6
Brampton Emergency Management Office	8	1	9
<b>Office of the CAO</b>	<b>144</b>	<b>1</b>	<b>145</b>
City Clerk	33	1	34
Strategic Communications	26	-	26
Human Resources	61	-	61
Office of the CAO	2	-	2
Strategic Development	15	-	15
Internal Audit	7	-	7
<b>Transit</b>	<b>1,223</b>	<b>92</b>	<b>1,315</b>
<b>Brampton Library</b>	<b>216</b>	<b>-</b>	<b>216</b>
<b>Mayor &amp; Members of Council</b>	<b>30</b>	<b>-</b>	<b>30</b>
Mayor's Office	7	-	7
Council Office	23	-	23
<b>TOTAL</b>	<b>5,435</b>	<b>208</b>	<b>5,643</b>
*BR = Budget Requests			



## APPENDIX #2-A: Infrastructure Levy Funding - Contribution History

Year	Amount
2008	\$1 million + 2%
2009	\$1 million + 0%
2010	\$1 million + 0%
2011	\$1 million + 1%
2012	\$1 million + 1%
2013	\$1 million + 1%
2014	\$1 million + 1%
2015	2%
2016	2%
2017	2%
2018	2%

## APPENDIX #2-B: Infrastructure Levy Funding - 10 Year Projection

In \$ Millions	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Base Levy	53.6	53.6	53.6	53.6	53.6	53.6	53.6	53.6	53.6	53.6
2019 Proposed Levy	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
2020 Proposed Levy		9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8	9.8
2021 Proposed Levy			10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5
2022 Proposed Levy				10.9	10.9	10.9	10.9	10.9	10.9	10.9
2023 Proposed Levy					11.4	11.4	11.4	11.4	11.4	11.4
2024 Proposed Levy						11.8	11.8	11.8	11.8	11.8
2025 Proposed Levy							12.3	12.3	12.3	12.3
2026 Proposed Levy								12.8	12.8	12.8
2027 Proposed Levy									13.3	13.3
2028 Proposed Levy										13.8
<b>Total</b>	<b>63.1</b>	<b>72.9</b>	<b>83.4</b>	<b>94.3</b>	<b>105.7</b>	<b>117.5</b>	<b>129.8</b>	<b>142.5</b>	<b>155.8</b>	<b>169.6</b>

City's Asset Replacement Value	\$5,800
Proportion of Infrastructure Levy to Asset Replacement Value	1.1%





LET'S **CONNECT**  
**BUDGET**  
**2019**

# 2019-2021 PROPOSED OPERATING AND CAPITAL BUDGETS



COMMUNITY ENGAGEMENT



# 4.1-23

## BUDGET OUTREACH SUMMARY

### Engagement by the Numbers

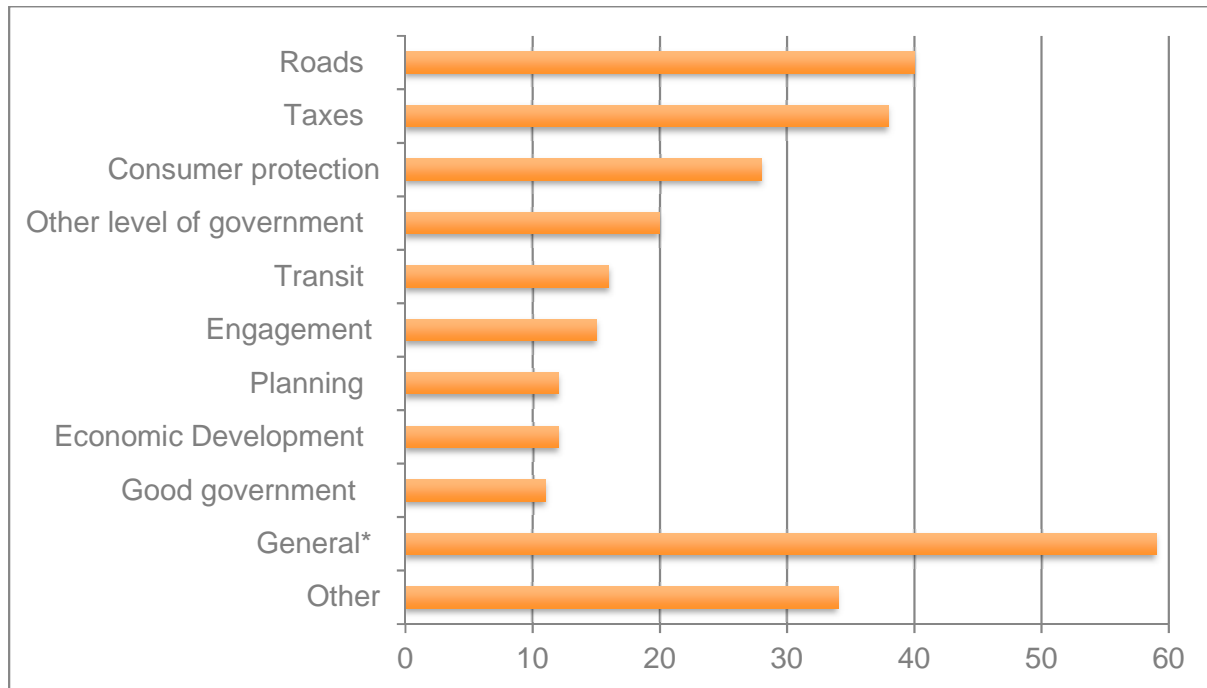
Channel	Statistics
One-hour Telephone Town Halls were held on February 12 and March 4, 2019. Numbers represent combined totals.	200,000 residents called <ul style="list-style-type: none"> <li>• 9,470 listened in</li> <li>• 145 had questions screened</li> <li>• 34 questions were asked (live on the call)</li> <li>• 82 left voicemails</li> </ul>
Ward Town Hall (budget and other topics)	40-50 attendees
Emails to 2019Budget@brampton.ca	31 messages received
Service Brampton	26 phone calls received via 311
Community group e-blast	Distributed to 245 organizations 33% open rate <i>(Industry standard open rate is 22%)</i>

### Additional Outreach

Advertising	City-owned outreach channels
<ul style="list-style-type: none"> <li>• Ethnic newspaper ads</li> <li>• Brampton Guardian, print and digital</li> <li>• Brampton Civic Hospital (static posters)</li> <li>• Peel Memorial (digital ads)</li> <li>• Bramalea City Centre digital backlit ads</li> <li>• Shoppers World table decals and posters</li> <li>• Transit, bus interior ads</li> <li>• Transit, bus backs ads</li> <li>• Transit, bus shelter ads</li> <li>• Digital ads Pattison network (hi-rise buildings)</li> </ul>	<ul style="list-style-type: none"> <li>• Social media ads and messaging (Facebook, Instagram, Twitter, YouTube)</li> <li>• Budget videos (about Transit, Recreation, Fire)</li> <li>• Digital ads at Garden Square, Recreation Centres, City Hall</li> <li>• Budget e-blast to community groups</li> <li>• City Matters e-newsletter</li> <li>• Brampton Transit newsletter</li> <li>• Brampton Library's Inspired Connections newsletter</li> <li>• Brampton Entrepreneur Centre newsletter</li> <li>• Media Release about proposed Budget</li> <li>• City website messaging and digital tiles</li> <li>• Internal communications through web portal</li> </ul>

# 4.1-24

## Questions raised on Key Topics



- *“General” includes comments related to issues such as customer service requests, requests for information, and comments about youth, seniors and homelessness.*
- *“Other” includes categories that received fewer than 10 comments, including Enforcement, Second Units, Parks, Policy, Recreation, University, and Safety.*

## Top Comments

### Roads

- Snow removal service levels

### Taxes

- Perception property tax levels are high

### Consumer Protection

- Auto insurance rates for Brampton residents

### Transit

- Investment in transit, especially higher order transit including GO service

### General

- Desire for investment in programs for vulnerable/marginalized populations (e.g. seniors; low income; accessibility requirements)
- Customer service requests for assistance with a personal issue



# 4.1-25

## Telephone Town Hall Poll Results

	Percentage	Number
Q: What future direction do you think municipal taxes should take?		
Freeze taxes	68%	456
Increase 2.0% at inflation	20%	133
Increase 5.4% (previously approved in principle)	3%	20
Increase 2.7% to match Region of Peel	4%	61
<b>TOTAL</b>		<b>670</b>

Q: Which City service requires more investment?		
Recreation	16%	85
Snow removal	43%	227
Fire	5%	25
Transit	28%	147
Arts	9%	49
<b>TOTAL</b>		<b>533</b>

Q: Agree or disagree: The City's infrastructure is in good condition and makes me proud.		
Agree	50.15%	160
Disagree	49.84%	159
<b>TOTAL</b>		<b>319</b>

Q: Are you in favour of a tax freeze?		
Yes	83%	292
No	17%	61
<b>TOTAL</b>		<b>353</b>

Q: If you were to consider a tax freeze, where should the City improve spending and find efficiencies?		
Transit	13%	44
Roads	18%	65
Recreation & Parks	12%	41
Fire	6%	20
Arts & Culture	17%	61
Economic Development	23%	80
Libraries	12%	41
<b>TOTAL</b>		<b>352</b>

# 4.1-26

## Appendix - Verbatim Comments Received

Theme	Format	Comment
Consumer protection	TTH2 question	Can the mayor do anything about lowering car insurance rates?
Consumer protection	TTH2 question	New question: What are you going to do for us in regards to us having the highest auto insurance rates?
Consumer protection	TTH2 question	Rising car insurance in Brampton. What's being done.
Consumer protection	TTH2 question	What is the city going to do about us having the highest auto insurance rates?
Consumer protection	TTH2 question	Why do people in Brampton pay the highest rates for auto insurance & no one does anything about it?
Consumer protection	TTH2 question	Why is the auto insurance so higher in brampton in comparison to the surrounding area?
Consumer protection	TTH2 question	Why is the car and house insurance rates the highest in Canada? Why is our mayor the higheest paid in Canada? Why is he raising taxes?
Consumer protection	TTH1 voicemail	I'm really concerned about the car insurance in Brampton. I would like the government to do something about it, especially our Mayor Patrick Brown, if he could work on it. I'm pretty sure a lot of us do have that problem. My name is (redacted) my address is (redacted)
Consumer protection	TTH1 voicemail	Hello thank you Mayor Brown and City Council. Auto insurance has been targeted, highest premium in Brampton, and I'm concerned about that because we're all normal citizens, we're all being penalized for being a citizen of Brampton and the auto insurance is the highest in Ontario. I would like that the Mayor contact the auto insurance industry to say "what's going on, why is Brampton being targeted for the highest paying auto insurance premium?" We pay, we have big, we are million dollar homes, and in Brampton, I pay about \$10,000 taxes and I'm being penalized for paying high auto insurance premiums. Really? Why are we being penalized. We are normal human beings. Accidents happen all over in Ontario. Anyway, my name is (redacted)
Consumer protection	TTH1 voicemail	Hello my name is (redacted) my question is can something be done to lower the cost of living in Brampton, such as lowering the cost of (inaudible), the taxes, the food prices. Also I am very concerned that I have a total home protection plan that Enercare, which is constantly rising, and also they are not... in that package, certain services are not provided such as the maintenance. They used to offer yearly maintenance on the furnace and air condition, which was part of the total home package, but now they are saying no, we will not offer that as part of the package we will have to pay extra \$7 to buy it which I think is not right, and can the city look into this Enercare Total Home issue and have it regulated so that they are increasing the cost of the plan but they should not remove the services out of it. So can something be done about the cost of living and also the services that we are purchasing, it should be regulated, because we are paying a higher price but some of the services should not be removed. Thank you so much, please email me.
Consumer protection	TTH1 voicemail	Hello, this is (redacted). Have a couple of questions. I'm not sure why our auto insurance is so expensive. I'm just a normal working guy, am working so hard to live in Brampton and pay kind of high insurances. Other questions is about the dirtiness in the summer here like the dust on the roads and garbage and I am not sure if the city can come and clean it all up and make it a better place. My address is (redacted)

# 4.1-27

Consumer protection	TTH1 voicemail	My name is (redacted) and I would like to know why car insurance is so high in Brampton. Everyone is trying to fight that but so far the insurance has been going up and nothing has been done. Another question is when the snow removal truck came they blow the snow but they're blocking our driveway with snow. Soon as I finish shovelling my driveway they come and push the snow on the front of the driveway and that is the hard part. Can they move their blade and put the snow by the tree where the line is and not put the snow on our driveway. That is a big concern for residents where I am living. (redacted). I want to know more about the snow removal credit you get. I am 67 year old widow. My husband just passed away a year ago. Patrick Brown I am very happy that you are the Mayor and I voted for you. If hope you can help about the snow clearing as it is not easy for a single woman, widow to manage this. I don't mind if the street doesn't get cleaned but it is bothering me that the snow truck puts the snow back on my driveway. How I can apply for snow credit on my property tax. (redacted)
Consumer protection	TTH1 voicemail	I'd like to know what you are doing about the high insurance rates for automobiles. (redacted)
Consumer protection	TTH1 voicemail	I'm really concerned about the car insurance in Brampton. I would like the government to do something about it, especially our Mayor Patrick Brown, if he could work on it. I'm pretty sure a lot of us do have that problem. My name is (redacted) my address is (redacted)
Consumer protection	TTH1 question	Are we expecting a reduction on automobile insurance? What are they special services that are different from other cities?
Consumer protection	TTH1 question	Can we find out anything about the auto insurance in Brampton?
Consumer protection	TTH1 question	Car insurance for Brampton - very high just because we live in Brampton. Can mayor do anything?
Consumer protection	TTH1 question	I have a question about auto insurance rates?
Consumer protection	TTH1 question	I have a question about the waiting time in the hospital and car insurance?
Consumer protection	TTH1 question	re: car insurance rates are really high in Brampton
Consumer protection	TTH1 question	re: car insurance that has been promised for so long. After 20 years no one has done anything
Consumer protection	TTH1 question	The insurance rate is going way up what can be done?
Consumer protection	TTH1 question	What are they going to do about making the insurance more affordable?
Consumer protection	TTH1 question	What are we going to do about auto insurance? Also the city doesn't do enough about litter and dust
Consumer protection	TTH1 question	Why is the auto insurance higher in Brenton than the surround areas?
Consumer protection	Email	Why is it that insurance companies are allow to make policy and increase rates on customers as they like ?
Consumer protection	Contact form	Please try to reduce the taxes , insurance and increase the security.. it's very tough to leave in Brampton with the big taxes and high Insurance ... everyone other than GTA are enjoying. Insurance some one did some wrong claims and we are still suffering.
Consumer protection	Contact form	Please find a way to lower auto insurance. It would mean a lot!
Economic development	TTH2 question	Are there any incentive Brampton can offer small businesses to attract them?
Economic development	TTH2 question	My business has been displaced from its current location. Is there any help for those businesses affected
Economic development	TTH2 question	Regarding downtown core of Brampton how can we help businesses thrive? Many empty storefront
Economic development	TTH2 question	What are we doing in terms of creating new opporntnities in technology sector for entrepreneurs
Economic development	TTH2 question	What is the City Council doing to offset the residential tax increase by bringing in new businesses and commercial units to the city? Need more jobs.

# 4.1-28

Economic development	TTH1 voicemail	So glad that you got elected and am really happy to help you get elected by putting a sign on my lawn. Calling because a lot of people were talking about jobs. If we want to get more tax money, we must bring back manufacturing and not just distribution and grocery stores or malls. The manufacturing needs to be brought back to Brampton so Brampton people can work here in Brampton and not go to Mississauga or Vaughan as it is difficult to travel on the buses. Another question: I suffer from mental health, severe anxiety, depression. I have a neighbour on other side of me, she is very rude and she told me to clean the outside of my blinds as they are filthy. She thinks I am a threat to society. Please make people understand that people with mental health are not a threat to society. Also make our parks safer. Am afraid to go to parks for walk for fear of getting stabbed or shot. What can we do to keep our streets safe. (redacted). Really appreciate a call back from you possibly tomorrow or the next day. Didn't get to talk to you but at least I get to leave you a message and tell you what I think.
Economic development	TTH1 question	Are there going to be more businesses moving in to create more job?
Economic development	TTH1 question	Jobs in Brampton
Economic development	TTH1 question	Raised minimum wage to 14 he got fired and now can only find jobs pay 14-18 an hour. What's government doing to ensure high paying jobs?
Economic development	TTH1 question	What are we planning to do re: bringing jobs back into the city
Economic development	TTH1 question	What is city planning for budget in terms of attracting businesses to the City?
Economic development	Contact form	Need to plan for information technology jobs that take less space means more # of people employed. Should plan for a particular location (not scattered locations)specified for these kind of investments having better transit connectivity to all region.
Enforcement	TTH2 voicemail	Yes, hello. I'm a resident here at Brampton. I reside right behind the paramedics building at Peter Roberston and Bovaird. The new paramedic building, it's actually not that new but it's four years old. I just had concerns about, I realize the ambulance drivers seem to run their trucks for, I timed it a couple times, one truck one hour, two hours, three hours, four hours, five hours, six hours, and there's nobody even inside it. And it's right (inaudible) that faces my backyard, and it's a constant nuisance and there's a lake behind there (inaudible). All you have to do is come take a look at it, there's no sound barrier. It's just a little bit annoying, the privacy is no longer here. I thought there's going to be a sound barrier. As I said, Peter Roberston and Bovaird. God bless them, they do a good job but the thing is a little bit out of control.
Enforcement	TTH2 voicemail	Hello, hi, this is (redacted). Hi again Patrick Brown, Paul Vicente and (inaudible). So I was going to talk live, but I did leave a message with your secretary, with the lady that spoke to me on the phone. The discussion was very important and I did participate in the surveys. And I also have a few things to say, so if you can call me back at (redacted). It's regarding apartments that are too high, like for people that need to live in apartments, I personally think that it's too much money. And working people that are under welfare and stuff like that, I don't think that they should be collecting money without doing anything, just handed money to them, they should be looking out there for work because they're pretty healthy and stuff like that, and be given a paper to go out there and search for work, instead of sit down and lay back and just get free money while other people are working out there. And also regarding the tree that I was talking, that I mentioned to the other person that I have in my backyard which is not mine, its my neighbours and it looks like its going to fall on top of my house, and he does not want to do anything about it, so if you can please call me back. My Mom is an elder and I don't know what to do about it, so if you can call me back at (redacted). Thank you and bye for now.
Enforcement	TTH2 question	Can residents park their vehicles at residence so it hangs over the sidewalk?
Enforcement	TTH2 question	Is there going to be anything done permanently about the trash filling the streets?
Enforcement	TTH2 question	Parking on both sides of street even when there is a no parking sign. Enforcement should be faster to respond.

# 4.1-29

Enforcement	TTH1 question	How much does the city have to educate the refugees about the littering laws etc?
Enforcement	TTH1 question	What is Brampton going to do about the illegal basement apartments?
Enforcement	TTH1 question	What is the city doing about bylaw?
Enforcement	TTH1 question	Why are the bylaws not being enforced and what can be done about speeding?
Engagement	TTH2 voicemail	My name is (redacted). Thank you again for having this Townhall because then we are able to get our voices heard. Thank you, have a good evening.
Engagement	TTH2 voicemail	This is (redacted). I'm so pleased to have been connected by technology for this budget meeting. My name is (redacted)
Engagement	TTH2 voicemail	Well, I would just like to mention that I appreciate what you've done in a way of giving us these messages, and I really hope everything continues to be as good as they are now. Thank you! Bye for now.
Engagement	TTH2 voicemail	Hi, my name's (redacted) and I'm fourth generation Bramptonian. My family's been in the Brampton area, specifically Airport Road and Steeles was our family farm, and so I'm very proud of Brampton, I'm not proud of the way its headed but this is the first evening that I've actually sat in and listened to a whole Townhall meeting and I'm very impressed with you Mayor Patrick Brown. And a lot of this, I was in the queue one of the seventeen to ask a question but it was touched on a few times about all the illegal apartments, they're taking over, they're, I work for the school board so our numbers are unbalanced because of this, and all the garbage pick-up and everything else is being impacted, the street parking, etc. so that's what I was going to say question, ask a question about. Anyways, thank you very much for hosting this, it was very informative. My phone number is (redacted). I don't need to be...I can't speak when I'm recording these things... I don't need to be contacted, I just thought I'd put my two cent worth in, and thank you very much, I'm so happy that I voted for you, and let's keep Brampton beautiful. Thank you.
Engagement	TTH2 voicemail	Yes, this is (redacted) calling. Thank you for doing this, for including me in the Townhall meeting this evening. That is, it's been very informative and I already find it very beneficial for me. Thank you very much. Keep the good job going, the good work going. Thanks. Bye-bye.
Engagement	TTH2 voicemail	Thank you for reaching out, my name is (redacted). The phone rang, it invited me to participate and I'm glad you had this automatic situation happening. Wonderful evening and thank you for doing the job you're doing. I know it is not easy. Have a good one.
Engagement	TTH2 question	No question - happy Mayor is doing this event happy he is the mayor. Just wanted to say this.
Engagement	TTH1 voicemail	Hi, my name is (redacted) and I'm really glad to be part of this discussion unfortunately I was at the very end of the call so I was not able to speak. It was very informative. All the people that raised questions are very valid. I don't have a question but I do have a suggestion about the youth that is growing up in Brampton and the people who are living here. First of all, my suggestion is that people should be aware that they are also responsible for their neighbourhood surroundings, so they should communicate to the government same way as they are complaining after somebody asks them a question. Second thing I have a suggestion for the high school students who have to do 40 hours in order to complete their high school diploma or certificate. Why don't we create options for them to do those 40 hours so that they will learn about the city, they will learn about the government, they will learn about the different departments they city is working on too, so we have a better vision how the city works. For me, I have no idea how things work until or unless someone told me or something. So if we create this awareness, we will be able to, I believe, we will be able to get more knowledgeable people who are growing up and they will be very beneficial for our future. So I have a couple of ideas, if you are interested in that, if you contact me, or email me, I would share it with you. My email address is (redacted). Thank you for your time, have a wonderful night.

# 4.1-30

Engagement	TTH1 voicemail	Good evening. I was pleased to get this call and participate in this Town Hall telephone conference. My concern is a bit of feedback I wanted to give you about this. So my assumption right now is that this is only being given to landlines who are active in order to participate. Is there a way that Brampton cell phone numbers could be potentially added to a list to be contacted when these are going around? Under normal conditions I'd be on a GO train, as a working professional, and there's a lot of youth in this city who don't pick up landlines or use their landlines. Everyone uses a cell phone these days. I think we'd have a lot more participation and greater diversity of opinion on a lot of these issues if we were more inclusive in terms of being able to reach that type of demographic. So just please consider ways- a registration would be good, I'd be happy to register my cell phone and get these calls in the future, that'd be excellent – and other ways versus just waiting for a landline call in order to be able to participate in this. Thank you very much.
Engagement	TTH1 voicemail	(redacted). Thanks for this opportunity tonight. (no question. Thanked for the TTH).
Engagement	TTH1 voicemail	My question is that today is the only time that I had the opportunity to participate in the town hall. By chance I picked up the phone and was invited to be part of the town hall. I wasn't aware of that. I was hoping for the chance to participate in any other town halls such as this in the future, so I don't know how this is communicated where people get to participate. That's why I wanted to leave a voicemail message so that I can be made aware of when town halls are happening so we can be prepared and available.
Engagement	TTH1 voicemail	What a nice session. I hope we have a better one next time.
Engagement	TTH1 voicemail	I didn't have much to say...was listening in, but it's good to see other people speak up about what's going on in the city.
Engagement	TTH1 voicemail	Hi my name is (redacted) (inaudible) I'm a small owner, business owner here in Brampton I have a salon at McLaughlin and Flowertown, (business name inaudible- sounds like Beauty and the Moon?) and I just wanted to say mayor that I really and truly appreciate the care that you are moving on your walk to take care of your community which is my community. Thank you for the meeting and I look forward in being part of more meetings like this. I really and truly appreciate all the questions and the feedback.
Engagement	TTH1 voicemail	My name is (redacted) How do I get a call in on a conference call? I listened in a couple of times to the program but no way to making a call to place a question.
General	TTH2 voicemail	(Inaudible)
General	TTH2 voicemail	Hi Mr. Brown, thank you very much for doing this tonight. It's very very refreshing to be asked, to be able to listen to somebody who cares. I think you and your Council, and especially my Councillor Jeff Bowman are doing an awesome job, and this was very very refreshing. Thank you very much. It's (redacted). Have a good night, bye!
General	TTH2 voicemail	Mayor Brown, this is (redacted), and I really appreciate your reaching out to us, and this is the first time I'm experiencing this. Great job so far, and we are looking forward to have you as a Mayor serving together the city for a long time. So thank you very much again and really appreciate the work you are doing for the City. Thanks a lot, bye.
General	TTH2 question	Is Brampton willing to allow people whom are financial struggling with extra money to sustain themselves.
General	TTH1 voicemail	Hello, my name is (redacted), I'm a resident of Brampton. My question is to you, Mr Brown, that the crime that has risen in Brampton, Bramptonians are very scared of the teenager boys and girls. What is the city of Brampton is doing in regards to that? That is my first question. My second question is that I live on Dixie and Countryside area near almost the Caledon side. We approached our Councillor so many times regarding some issues in the area which involves garbage cans and seating near the bus stops. So what is the Councillor doing in regards to that? If someone can give us a call at (redacted)
General	TTH1 voicemail	Hi, thank you Patrick Brown that was really interesting to hear people of Brampton asking questions. This is (redacted). The email is (inaudible, said too quickly). Hope to hear from you, and we will contribute our voices together.

# 4.1-31

General	TTH1 voicemail	Thank you so much for the opportunity Mayor Brown. My name is (redacted)
General	TTH1 question	Nobody pays attention to people in my area.
General	TTH1 question	Were are we regarding the investing for the future?
General	TTH1 question	What is Mayor's stance on veterans? PM has shown lack of support what will mayor's position be. Does he support legions?
General	TTH1 question	Why are the Syrian refugees being given affordable living instead of the current Canadian born citizens?
General	email	<p>Hello, Mr. Brown. I was listening to your Live Event relating to the 2019 Budget. The people of Brampton have brought out some rather good questions and pointers.</p> <p>For starters I wish to express my greatest concern with the By-Law. In all due honesty City of Brampton By-Law is a "one big Joke". I live on a street with a house that is rented out and as mentioned by previous Brampton residence some individuals don't care about parking especially relating to Rental properties.</p> <p>I called the By-Law a number of time, the results were how should I put it. Non-Existing, the By-Law never came by and even the Supervisor never returned my calls. This is absurd. And this isn't a remote case, I made numerous attempts in having the city to take some sort of parking action which never happened.</p> <p>Secondly, seeing how the talks also brushed onto the Property Tax, Brampton Property Tax is a pretty high one, and with all honesty isn't justified. I was passing down Mississauga today, and frankly the City of Mississauga is doing substantial work into repairing Fences and what not. Meanwhile in Brampton the City has yet to repair the fences from the previous Summer Wind Storm that hit us, this is utterly unacceptable.</p> <p>With that said what resolution will be taken regarding the By-Law utter and complete incompetence, this view is shared by not only me but by many more. Feel free to Google "City of Brampton Parking Bylaw" and go into the Review section.</p> <p>Secondly what actions will be taken in relation to increasing Property Tax which is higher then Mississauga, and what actions will be taken related to Photo Radars which have been called a "Municipal Money Grab attempt" by many, and I do agree with that view.</p> <p>More good would come with having police actually sit around and issue on-spot tickets vs a sketchy technology which has some rather negative reputation floating around. This Saves city money in deploying the system, plus it generates revenue via tickets, and maybe the police can actually do there jobs instead of ... (cont'd below)</p> <p>... (cont'd from above)</p> <p>A) Sitting around in Tim Hortons parking lot</p> <p>B) Sitting around at a School/Park Parking lot</p> <p>Yet when you actually call them trying to report a dangerous driver doing well over 100 in a 60 zone, or when you actually try and report property damage and theft by some punks who went on a midnight street run to steel items from individuals vehicles and too damage other vehicles the Police seem to be very busy, not have time or take a whole whooping day to come out, and even then don't really do anything. Thank you</p>

# 4.1-32

General	Email	<p>Thanks for arranging town hall last week. It was indeed useful information. Here are two points I raised for budget yesterday and sending in this email. It's good to know that city has allocated taxpayers money for the upgrade of community centers.. As tax payer, I support this; as we definitely need more and better infrastructure. This budget should get approved on condition that all community centres in Brampton drops current clause of "conflict of Interest" while renting rooms to local start ups for year around; including periods like summer vacation – July – Aug. Right now, all community centres in Brampton, do not rent rooms to local institution/start ups in Brampton, if they also conduct similar program like summer camps. They give reason that it's conflict of interest. In way, they are afraid of losing registration; instead of being open for challenge; even after having all city resources in hand. I believe this is not fair; there should equal opportunity for everyone. Additionally, people should understand that community centres are funded by local individual/business tax money for stronger community development. Now when local institute/start up need their help, they should NOT behave like it's their private property by giving reason like "Conflict Of Interest"! It is not fair! Instead, infrastructure should be open for equal opportunity for everyone. Also there should be special discounted renting fees which should be same as of now for 'not for profit' or lower. This will encourage local start ups to run innovative and competitive program for children in City of Brampton. Eventually, due to competition, I believe offering quality at community centre should also go up. On the top of budget suggestion: please consider this also request and I want your team to follow up and get back to me on outcome. City of Brampton allocated special grant funds to Brampton Entrepreneur Centre (BEC) which I think ended recently. This was allowing one time grant of CAD 5000 for local start ups in their initial stage. My question was: is there any allocation for the same in new budget? If allocation is not done then I am in favour of this program to fund. However, certain measures needs to be implemented to make sure the process is transparent and fund really goes to start ups who really need it. Here is reasoning and suggestion: This program is great boost up for anyone in Brampton</p>
General	Contact form	<p>Every year when I look at our tax bill I see very little going to animal services. I would like to see them get a bigger piece of the budget to help care for all of the animals in need.</p>
General	Contact form	<p>The issue of basement apartments is not being looked at again. There r households that rent out their basements unregistered and r not paying their fair of property taxes. Guarantee if you action this, not only would there be no property tax increase, there would be a surplus!!</p>
General	Contact form	<p>Brampton has grown too big too soon city is forever playing catch up underground system would make more sense,east west .New hospital inadequate for population emergency new hospital in west end should be built sooner the better.Ottawa has 5 hospitals I guess the rich take of the rich what else is new trust is not there for liars and cheats yes that's our government you must be real proud of yourselves.</p>
General - affordability	TTH1 question	<p>About cost of living expenses - can something be done to make sure that essentials remain affordable?</p>
General - affordability	TTH1 question	<p>Lack of affordable house and pervasiveness of homeless</p>
General - affordability	Contact form	<p>I love Brampton, I love all the hard work that you all do, we as a community are very multi cultural and I truly enjoy living here, I live in a condo townhouse, I just turned 60, and I had to take early retirement only because it's simply getting to hard for me to keep up with payments, and almost impossible to get work, no really wants to hire someone in there 60s, I believe it's at 65 that you get a break on your land not a 100% sure. If they could just try to cut the cost of anything by even 12% would help a lot specially if your single, my condo fees is now at 365 a month, in two years it will be bigger then my mortgage, and to be honest they really don't do very much, please don't take this as a complaint it's just getting very difficult specially when your making minimum wage and in a factory when most of the time your not needed and they phone you and tell you to stay home cause of lack of work, thank for giving the community the there say this was a great idea</p>



# 4.1-33

General - customer service	TTH2 voicemail	Oh hi, my name is (redacted), and I'm a resident of Brampton for last 30 years. I have a little issue here with a tree in my front yard and it just leaves (inaudible) all over on my lawn. I changed my lawn two times which cost me 4,000 every time and still I have the same problem. Is there any way I can get rid of that? If you can kindly email with (redacted). The name of this tree is, there's two trees, which is called like white (inaudible). I really appreciate if you can just look into my, this (inaudible) problem, and you guys are doing a tremendously tremendously good job. Very impressive, and I love to stay here in Brampton all of my life. Thank you! Bye.
General - customer service	TTH2 question	I have already sent in application for snow removal. Why haven't I received any feedback on it? Why does it take so long?
General - customer service	TTH2 question	Lives with aged mom 77. Trees in backyard in neighbour's house. Tree almost fell on her. Neighbour not willing to cut tree.
General - customer service	TTH1 voicemail	(poor connection quality) Good afternoon, mayor. I participate in the question survey but I didn't get to call to tell you my problems. My problem is I'm living at (redacted), and my name is (redacted). I have a problem with the city because I bought my house and the city came down and told me to bring my stove out of the house and my stove, the complete stove out of the house, and they said I'm renting the place illegally. I bought the house as-is many years ago and when I bought it the owner of the house was living in the basement. They were cooking down there, doing everything down there. It's a two storey house. They took me to court, the city took me to court, I had to go to court. I'm disabled. I'm a senior citizen. I'm on oxygen. I'm living in Brampton for many, many years. And I'm living in this country for many years. And I worked 24/7 around the clock. And I went to court and the good judge told me not to pay any money, but my son have to pay money, just to, because the place is rented. I'm a senior citizen, disabled, I'm a widow, my husband passed. They took me to take the stove out of the house the stove is in the back yard. No one to do anything to bring t in the garage not to do anything. And I think that the city should give me back my money for the stove, because I had to pay big money for the stove just because the city changeover from hydro to this new company and the gas was smelling around here, and I had to call the hydro company to come and fix it. Three times, they came, and up til now I can't get to the meeting at the Town Hall because I'm not mobile enough, I would have to get someone to drive me because I'm on oxygen. If you can give me a call I really appreciate this town hall meeting. I've been on this call and I did the survey but I didn't get nobody. Call me so that I can explain myself to you. I hope that you understand me. And I am looking forward to hear from you, because I still don't feel good in my mind because I paid a lot of tax in this country. Also my husband has passed and the city was charging me \$30 000 because people do not have anywhere to live, do you know, and the house was rented all things in the first floor. Some people do not have anywhere to live and I file my tax. And the people who are living there file tax too. I am a regular taxpayer. (call cuts off)
General - customer service	TTH1 question	Can the city help clean up the leaves that fall into my yard from the three big tree owned by the city?
General - disability	TTH2 question	What are we going to do about getting the right help for the mentally disabled and psychological problems?
General - disability	TTH1 question	Are there any plans in the budget to help the disabled adults?
General - disability	TTH1 question	Single mom of 4 w disabilities. What programs will be put in place for them other than funding from ministry?
General - seniors	TTH2 question	Questions about seniors and handicapped all she hears about is Transit and not about seniors and the handicapped. Seniors are overburdened and need things to do. Need more support staff in the home. Also wonders about support for adults with disabilities
General - seniors	TTH2 question	What is being done to help seniors? I've been on a waiting list for a nursing home for 10 years!

# 4.1-34

General - seniors	TTH1 voicemail	(initial bit is not clear) I do respect the conversation but not once you mentioned the seniors. For somebody like me, I worked 56 years and now I am retired, I pay my rent to Region of Peel and the important things I need for my health, you've got to sweat. I need somebody to come help me and they don't give you more than an hour. I am annoyed by that. There are lot of decent people like me. (ending is not clear) Seniors you put them in a hole. People need to be more considerate. I live on County Court.
General - seniors	TTH1 question	Is there any plans for the middle-age or elderly people to go to such as a auditorium?
General - seniors	TTH1 question	Why are taxes for seniors with fixed income not taken into consideration - taxes keep increasing
General - youth	TTH1 voicemail	Thank you for the session. Awesome way to use technology to reach out to residents of the city. (redacted) I had one Q re: at risk youth, what is the city doing or what allocation was put in the budget to address or enhance the existing programs that are available for our at risk youth.
Good government	TTH2 voicemail	A lot of senior administrators are being severed. How much are we paying in severance? Why do we have to pay this every time a new mayor comes in?
Good government	TTH2 question	How much are we paying in severance for senior administrators?
Good government	TTH2 question	If you are increasing taxes public should know who is getting business contracts from the City. Public needs to know for transparency.
Good government	TTH2 question	Mayor talks about controlling costs value for every dollar - are police costs region or can we control? City employee costs - how do we control these
Good government	TTH2 question	Why did City increase Council salaries
Good government	TTH2 question	Why do Councillors feel entitled to ask for new Assistants and ask for art in City Hall. Last year outgoing councillor raised salary. "Do these people think they are this entitled"
Good government	TTH1 question	Have we done anything to rein in expenses at City Hall?
Good government	TTH1 question	How is the Mayor relationship with the premier how are we going to get a piece of the pie?
Good government	TTH1 question	Tax base going toward paying city staff and Sunshine List
Good government	TTH1 question	We have 5 councillors and 5 regional councillors plus trustees why do we need so many?
Good government	Contact form	I would like to see a decrease in wages, beginning with the Mayor's and Councillor salaries, expense accounts, followed by wages paid on the corporation side before property taxes are increased.
Other level of government - TTH2 voicemail provincial		(redacted) Please get the hospital to get more beds. That is what is needed, now. The hospital is capable of it, just open up the wards with the beds. Thank you.
Other level of government - TTH2 voicemail provincial		Hello, my name is (redacted). I've lived, I'm 43 years old, lived in the City for 39 years, pretty much the only City I know – love it. But I'm hoping that we're able to make intelligent decisions moving forward as a city because I do not like us to lose money and I see that the Ontario government scrapped the Ontario basic income pilot. Though I'm not someone who would (inaudible) benefit from that, I believe that science and research, and I would have liked the pilot to continue so that we could, so that we, people could learn and find out if that is the best way to help some of those who don't have all the advantages of others. There's also proportional representational which is something that I'm a fan of. I just believe that when we don't make intelligent decisions, we lose money. When we don't make decisions that a significant majority of Bramptonians do not agree with, we risk wasting money when a new government reverses the course to satisfy their own political supporters and I just feel that all this see-sawing or going back and forth like a pendulum is a giant waste of money and if we can really think about how we plan to move forward as a society in Brampton altogether considering all sides, that would be to our benefit. That's all. Thanks.
Other level of government - TTH2 question provincial		OSPCA - will Region of Peel be taking over responsibility of charging people with animal cruelty
Other level of government - TTH2 question provincial		Are we going to get a hospital in Brampton?

# 4.1-35

Other level of government - TTH2 question provincial  
Other level of government - TTH2 question provincial  
Other level of government - TTH2 question provincial  
Other level of government - TTH1 question provincial  
Other level of government - TTH1 question provincial  
Other level of government - TTH1 question provincial  
Other level of government - TTH2 voicemail regional

Autism program and how it has affected in Peel and how we can use Erin Oaks. Not able to get access to Erin Oaks due to waitlist.  
Can there be another hospital be built? the wait at the current is to long.

Question about housing for seniors - person who had house before and had difficulties so they have to sell is there a plan for government assistance?  
40yr resident of Brampton cares for husband w disability. Can anything be done (by Mayor or city) to get more medical care- long waits for doctor visits  
How about the budget for police?

How much extra money are we allowing for the police budget?

Good evening Mr. Brown, this is (redacted) calling, (redacted). I'm still calling about the affordable housing for low income families and for seniors. If you could please give me a call, I'll really appreciate it. I enjoy your session this evening, it was very good. I'm living in Brampton 36 years and I've never heard of a Townhall meeting or anything, or taking a phone call (inaudible) TV and the phone, I've never heard of (inaudible), so I really appreciate this. Thank you, bye.

Other level of government - TTH2 voicemail regional

Hi, my name is (redacted). I have a problem with, every day coming home from work, there are two, maybe three police cruisers parked at the Church at Bramalea Road, and they're just pulled up together and talking. This is... I go to work in the morning, I may see a few there but I always coming home from work around 3 in the afternoon, they're sitting in there and talking. And I just feel that our tax dollars could be served better by having them doing something rather than just sitting there and chatting. My phone number is (redacted). And the reason I don't call the police department is because I don't want them giving me tickets now. Okay, thank you very much.

Other level of government - TTH2 voicemail regional

(redacted). Just a comment on schooling, we experienced this year, you know, French immersion, there's a 40 person wait list, 80 kids applied for 40 spots in Walnut Grove in Ward 8. We need more funding for schooling if there's a demand for French immersion, and there should, everyone should be given a chance. Thanks, bye.

Other level of government - TTH2 question regional  
Other level of government - TTH2 question regional  
Other level of government - TTH1 voicemail regional

Policing and traffic - what emphasis is being placed on policing re: traffic issue. Concerned with disregard for basic traffic rules with drivers  
Should we review the existing labor laws in reference to the city police force?

My name is (redacted) I'm a senior in one of the buildings in Bramalea at (redacted). I have been in Brampton a long time, over 30 years. I think there are two very striking things that really bother us. We have an awful lot of violence in Brampton, especially with women who are coerced into (inaudible) in high school for illegal purposes. There's one, what we call a "red light district" in Brampton as you probably know, on Church St and Heritage Rd. (cuts off)

Other level of government - TTH1 voicemail regional

Good evening Mr Mayor. I was hoping that I would have been able to speak to you before the time expired. One of tonight's topics was about the homeless in Brampton. There is a police station at Queen and Kensington, and that building has been empty for quite some time. Actually, years it has been empty. It's not serving any purpose, just being locked up there. And there are homeless people on the street? Doesn't make sense to me, and quite a lot of us that are living in the Bramalea area. This building can very well be converted to accommodate some of those homeless people. My next complaint is about the snow removal in front of the driveway. My driveway, and quite a few seniors that live in the block where I live. There is snow removal that comes and cleans the sidewalk on Clark, and they can just come around the corner and clean the few seniors that live in this block. Further down the street, I can't ask for that. I'm asking for this block, where I live. My name is (redacted)

# 4.1-36

Other levels of government - provincial	Email	While all of the budget plans sound fascinating, why not invest in the future of Brampton by renovating the crumbling, 60 year old St Marys school in downtown Brampton. Perhaps the Mayor could come and take a walk through his nearest inner city school and see what appalling conditions his residents are forced to be educated in. #usethemoneyforkids
Other levels of government - provincial	Contact form	Hospital is something City should focus on, specifically funds should be allocated to urgent care centres. Even though this is a provincial matter the City should still lobby for more resources. Also, the GO Train should be more accessible i.e. 24/7 service and this should be a top priority.
Other levels of government - provincial	Contact form	I question the constructive partnership between municipal and provincial levels of government but moreso the individual responsibility and accountability to ensure clarity of standards in connecting EDUCATION and HEALTH, better commitment and adherence to established LOCAL standards and quality of services to SPECIFIC areas/communities. I believe INDIVIDUALS in collectives are less engaged in their roles (beyond 8-4/9-5 and M-F mentality), failing to understand and ensure safety or better outcomes in the healthful living of children/families and communities outside of their own privileges. Enforcing more UNPAID time off and promoting SELF-REGULATION, RELAXATION and RESTORATIVE focus needs to be implemented to ensure a commitment to participating in local services in order to become involved and maintain better attitudes that reflect a positive approach to wellness, work/job commitment, youth engagement, resourcefulness and alleviating undue hardship on parents/families with competing interests struggling to accommodate priorities - school start/end times, bus arrivals, clearing of snow/waste and enforcement of permits to park increasing volumes of vehicles along property/obstructing views, workflow, safety and reflecting negatively on the appeal of neighbourhoods. Specific youth-adapted devices, transit costs for mid-teens and to facilitate youth involvement around the city to volunteer/within reasonable time/distance from home, and to address attrition/boredom, small/consistent/accessible local activities to engage common interests and occupy youth with increasing levels of responsibilities, enhanced understanding of volunteering (not profit) for productivity and experience while demands and prospects continue - is critical to allowing ideas to flow, interests to develop and innovative energy to be channelled back into local (less dependence on seeking outside/moving away/taking resources to other areas, cities, countries...adding to greater demands and costs - transportation, time etc. to remain or maintain living in Brampton). I support REMOVING DEVICES FROM SCHOOLS IN PRIMARY AGES (JK/SK to Gr. 5) to facilitate more responsible youth, engage in socially meaningful relationships that build better, stronger connections and prevent mental/physical health issues. Following in the footsteps of Australians/like-minded
Parks Parks	TTH2 question TTH1 voicemail	Why don't we see the lawns mowed on city property like it should be? My name is (redacted). Great initiative you do to make us attend these meetings by phone. Great use of our good tech. My Q is how much do we spend in putting flowers which are removed a few months after in so many corners in the city. I see it as a big waste. The city can be still beautiful I but with flowers that you don't need to remove or bushes that are beautiful too that stay over the winter that you don't need much work and maintenance to install and remove. My email is (redacted)
Parks Parks	TTH1 question Contact form	I have a question about the green space. Please clean up the waste in this department specifically the brampton cemetery. Full time employees who do little to nothing equipment they do not need and damage to the facilities.
Planning	TTH2 voicemail	Hi, my name is (redacted) and I live in the Riverstone area at McVeen and Queen. And I'm just calling in regards to the golf course that is no longer a golf course and that has been, I've heard assumed by the City. So I'm just looking to get some information as to what are the plans for that area, for the land, what's going to be done, will there be lighting, will there be pathways for people to walk and I'm just looking to hear about the plans going forward. If someone could please return my call, I can be reached at home at (redacted), and also my email address is (redacted). And I'm just looking to get some information in regards to the old Riverstone golf course, and what the plans going forward from the City of Brampton. Thank you. Bye bye.

# 4.1-37

Planning	TTH2 voicemail	Hi, good evening Mayor Brown. I wanted to say thank you so much for your phone call and your conference that you had this evening, it's much appreciated, I've never seen anything like it so its forward thinking and current. My concern... my name is (redacted). And I'm just wanting to get a bit more information regarding infrastructure budget, specifically relating to the train that goes through the middle of our town. It usually runs during rush hour. I've been stopped numerous times waiting upwards of ten or minutes waiting for a freight time to go through 8 AM – prime time – for travelling unfortunately out of Brampton into Mississauga. But I moved to Brampton as a (inaudible) so I could travel to my work and afford to be able to live in a decent home. When I look back, when I'm sitting waiting for these freight trains to go by, there's a couple of kilometers of cars behind me. I've talked to my peers at work and they've expressed the same thing, anybody coming from this end, so just wondering if there's plans in the budget to maybe raise up those railway tracks and allow us to drive smoothly to work without having another 15 minutes added to that travel time. So again, thank you so much. I think you're doing a fantastic time, and I'll probably see you at your coffee time tomorrow night. Take care, bye-bye.
Planning	TTH2 question	Downtown development of Brampton. Understand the province is not funding university. Does this mean we will have no redevelopment?
Planning	TTH2 question	Main St from Queen going North - underground work re: - is money allocated for that in budget
Planning	TTH2 question	Question about infrastructure on her commute to work- often held up by freight train on Heritage Rd. Sometimes delays 10+mins. Can we consider bridge for railroad?
Planning	TTH1 voicemail	Hi Patrick Brown. Welcome to Brampton. Congratulation the election. It's (redacted) calling. I live at (redacted) my phone number is (redacted). My question is the city has spent a lot of money on the Future Ready and Future 2040 campaign, and I'm wondering what are your commitments to that renovations and to that campaign itself. What's gonna be the first agenda that you guys will be looking after? I know downtown needs to be revitalized and perhaps that might be the first thing to look at. It's great to have that vision and spend the money on the vision, but we have to implement the vision, your Worship, that'd be fantastic. The other thing, I noticed in the surveys was about the increase in tax dollars. I think we should realize that we don't get anything done in Brampton unless we have money. We only get money from the tax base. To freeze things, to freeze the tax rate, when it could cost compromises to our services such as the police and fire, I don't think anyone really wants. So I think we have to realize that we want Brampton to be beautiful, we want Brampton to be progressive, we want to look at the future, and we want to have that implemented future. So please get back to me as to what your priorities are and hopefully we'll see something within your term that's resounding and very exciting. The previous council has done the square root of nothing, and we'd like to see something being done that's going to change the face. Take care.
Planning	TTH1 voicemail	Hi Mayor Brown, good evening. I thank you for inviting me to this meeting tonight. I was in the process of making an appointment to come in and have a chat with you, but I'm glad I was invited. My name is (redacted). And my concern is that for the last 4 years I've been trying to get the municipal water onto my property border. Also I have been trying, and I have been making several phone calls have gone in, and I was told that I will never get the city water although I am right in Brampton. I was told I will never get city water unless I am a developer. There is no safety for my property. There is no fire hydrant. I'm doing a very good service for the community by housing seniors over 60 and we're not safe. I've gone to, I've sent an email to the past Mayor who has started trying to help, but unfortunately and fortunately she is no longer there, and you are, so I'm asking for your help in this matter. My email address is (redacted)
Planning	TTH1 question	Ask about what's going on with Riverstone golf/country club area that has been purchased- will there be development of parks etc?

# 4.1-38

Planning	TTH1 question	In Springdale Sees lots of development in area but not amenities to support quality of life
Planning	TTH1 question	What are the plans for the houses that were shut down in downtown Brampton?
Planning	TTH1 question	What's city council going to do to reform zoning laws which have been responsible
Planning	Contact form	We need more investments into the NorthWest quadrant of Downtown Brampton. The area is falling apart economically and riddled with crime. The innovation center needs to be larger and grander with more VISION.
Policy	TTH2 question	What is City's position on Rideshare? Is it taking away business from existing taxi industry?
Policy	TTH1 question	How is retail location is established?
Policy	TTH1 question	Location of pot shop in downtown
Policy	TTH1 question	Now that cannabis is being legalized. are there going to be any restraints on usage?
Recreation	TTH2 question	Lived in Brampton all her life. Victoria park fire @ Heritage Arena what will happen with this facility? Will it be restored? Is it budgeted to get fixed?
Recreation	TTH1 question	What is the plan for libraries and community centers?
Recreation	TTH1 question	Why isn't the therapeutic pool not being used when someone was paid to put it in?
Roads	TTH2 voicemail	Hi Mayor. (Inaudible) but I have a concern and a problem regarding the snow removal. You said there's benefits for people over 65, but I'm not 65, but I have a medical problem where I have a shoulder that is bad and a knee. And, it's very costly to remove the snow and I really need some help. (redacted). Looking forward to hearing from you. Thanks, bye.
Roads	TTH2 voicemail	Hi, my name is (redacted). Thank you for the discussion tonight. My question was, is there any funding, at the top of the discussion you talked about funding for senior citizens for the removal of snow. However, I'm a disabled 40 year old woman, with three small kids ages 9 months, six and ten. I don't have use of my left hand due to a stroke that I had two years ago. And so therefore, I can't shovel snow so I was wondering if there's any funding that will be available to me to help me with shovelling my snow for this dreadful winter that we're going through, or to come (inaudible).
Roads	TTH2 voicemail	Oh hi, my name is (redacted) and I have concern about traffic on the road. Every day when we go work, so can all traffic go in one lane, or other vehicle can go another lane. If you can make like these types of law or rules then I think it will be more beneficial for public. Thank you.
Roads	TTH2 question	Mayor talked about snow removal grant for 65+ she is under this age but disabled. Is there anything that can help her?
Roads	TTH2 question	Most of the road repair works take a long time. How much money is this costing us?
Roads	TTH2 question	Residential streets need to be plowed. Any plans for that to be done?
Roads	TTH2 question	Snow removal / windrows. Has a back injury and it's very difficult to move can anything be done
Roads	TTH2 question	Snow removal for seniors - knows there is grant for 65+ but she is 60+ but not over 65 is there anything that can help her
Roads	TTH2 question	There is no sign at the intersection of Dixie & Countryside. Can something be done about that?
Roads	TTH2 question	what is the city doing about signs being taken up and down constantly?
Roads	TTH1 voicemail	Hi, good evening. My name is (redacted) and I've lived at (redacted) in Brampton. My question is in regards to the snow removal. I live on a corner lot and the snow removal truck come often on Main St which is Charolais and they dump all the snow in my driveway, and it's pretty hard to get it clean. I would like to know why can't they have a truck that doesn't dump the snow in peoples' driveway, especially in the corner lot or they can come back and have another truck or a smaller snow removal truck remove the snow from the driveway because this snow is pretty hard. It's very hard to remove it, and that is my question and my email address is (redacted) oh and my telephone number is (redacted) that's my cell phone

# 4.1-39

Roads	TTH1 voicemail	Hi this is (redacted) I just wanted to know will these town halls be accessible online where we can listen to or emailed to us? I also wanted to know we could get credit for snow removal for senior taxpayers, you can reach me at (redacted) and leave a message there
Roads	TTH1 voicemail	Hello it's (redacted) and I wanted to thank you very much, I had no idea this was happening and just by fluke I was home tonight and was able to participate in the meeting. Please do this again. In response to the one caller who had requested roundabouts in the City of Brampton please please please do not do this. I travel for work and for recreation and I am aware that the town of Georgetown and Milton have both installed roundabouts they are very unsafe, particularly for people who are driving large vehicles. Smaller vehicles are not aware that driving beside them will cause an accident. I have seen a growing amount of problems with this issue and also people not understanding how to negotiate safely through these roundabouts as well. Please correct me if I'm wrong I understand that in Europe they're actually trying to do away with a lot of these roundabouts. Why are we making a mistake and putting them in if Europe is moving away from them because of the difficulties that they have encountered? My one major concern is traffic flow within Brampton. For work I do travel within the city and it is increasingly difficult to get anywhere within the city within half an hour or less. Not only regional roads, such as Boivaird or Queen St, but also regular roads such as Clark etc. The traffic does not flow. You continuously hit one stoplight after another and it matters not whether it is in the wee hours of the morning or during the heaviest periods of rush hour. I don't know if you can take a look at the model of Mississauga where, I traveled there recently on Erinmills Parkway and hit just about every light green. Anyway, if you could work on that that would be wonderful. Thank you for your time again and for doing the meeting tonight. I can be reached at (redacted)
Roads	TTH1 voicemail	Hi, good evening Mayor Brown I listened to the whole conversation tonight and it was quite interesting. It's (redacted). I want you to be in mind, right, that we have a very serious problem with the subcontractors with the snow plow, because I observed them last week. They were driving by and not even plowing the street, neither putting the salt on the road. I would like to talk to you in person about this in a more detailed fashion. Thank you for taking my call. I look forward to seeing you soon.
Roads	TTH1 voicemail	Hi Mr Mayor. My question is, I didn't get a chance, I want to leave message regarding the road condition between McMurchy and Centre St on Queen. It's very bad even in front of the City Hall, so many pot holes, covers are very low. Would you at least, around the City Hall at least, the roads should be better. Otherwise all should be better, but at least that area is very bad. I don't know if they use substandard material or what? They fixed many times but the problem is still there. Please look into that. I appreciate that. I think you are doing good work. Keep it up. Hopefully the City of Brampton will do well under your administration. Thank you.
Roads	TTH1 voicemail	Hi Mr Patrick Brown. First of all, congratulations for being the Mayor of Brampton. Proud city we live in, since last 20 years around. My question is more left turn signals for safety rather than punishing achievement, approach by installing cameras which replaces cost of many left turn signals.



# 4.1-40

Roads	TTH1 voicemail	<p>Hi there, my name is (redacted). I just have some points to reiterate. You were talking earlier about snow plowing. We are paying the highest taxes as a homeowner in Brampton single dwelling and in the older parts of Brampton the plows are plowing us in. Most of my neighbours and I are getting up in age and they should be lifting the plow and at least lifting the plow or even just plowing the end of the driveway and not plowing us in because we can't get out in the mornings. I can't shovel my way out, I've gotten hung up on those plow drifts. They can do it, I've seen them do it before. Another thing is the parks. We have great green spaces. Great trails and stuff. It needs to be lit. In the dark it's terrible. I back onto Seaborn Park, and it's dark out there and there are yellow lights, there's no trees they're dying off so you know, it's not maintained. The baseball diamond isn't in use. We have a bit of soccer going on sometimes, but yeah it just needs to be utilized, you know. Another thing was, I'm sorry I don't remember now but I do appreciate you taking my call.</p>
Roads	TTH1 voicemail	<p>(poor connection) Hi good evening, this is (redacted) and also good evening from (inaudible). This is from (inaudible) living here since last 15 years, 2004, and I'm seeing that surrounding streets are clean all the time after the snowfall and my street (inaudible) 2 or 3 falls that's (inaudible) they need 30. The other streets around me (inaudible) come out for a cleaning. I want to know what is happening with this particular street. I don't understand. I just need to know what is going on with this street, why it is not cleaning. I am just waiting for this answer.</p>
Roads	TTH1 voicemail	<p>Good evening gentlemen, I was waiting on line and of course you're very busy. I think being involved in this message was fantastic. Wow. This is really something, and thank you for including me. My name is (redacted). My question is, I'm a senior. I live by myself. I would love to stay in my home. I cannot get out and shovel my driveway. I cannot bring in these larger companies to shovel for me because they're too expensive. I do have the help of the \$200 rebate. If I could find someone to do the shoveling to give that money to, is what I am after. I need help. I have phoned City Hall. I have phoned the senior centre. I have phoned the schools. You need volunteers, but these will be paid people. I will give them the money that you've allotted to me, the \$200, but I need help in finding people to shovel. I'm told that I have to have things shoveled for the postman, well, I'm gonna be 80 next month, and my vision- I'm vision impaired- and I'm afraid I've had too many falls and my knees are shot, I'm in a walker. I can't go out there and shovel the snow because when I let go of my walker I feel too unstable, and after 8 falls I don't want another one. If you could help me that would be great. My phone number is (redacted) and if you can't help me, the fact that you phone and tell me that that that would be great as well. Good work, this evening has been quite enlightening.</p>

# 4.1-41

Roads	TTH1 voicemail	<p>Mr. Brown, thank you very much. This was a lovely town hall meeting and I enjoyed your last comment about the city. Brampton is our home and keeping our homes and properties nice and clean. My problem is the snow removal and cleaning of our side streets you know like residential areas. My name is (redacted). I am concerned because we don't get no sun, no salt and no cleaning on my street and there is like a slope on my street. It is very very hard on my road. The other day so many cars stuck on my street. Also concerned about the taxes. I heard the other comment about this. For older people that are retired and who want to stay in their home, we won't be any pressure on the government. It would be nice if we older people would get a break on our tax so we can stay in our home longer and we can fix our home and something should be done about that. Because the loan on my house and I also have to pay the same amount of taxes just like every one else and look after my yard and all these kind of things. Also I heard about the business, we need more jobs in Brampton for the younger people who are working but I am wondering where are they going to get their streets (audio not clear), because we are so crowded right now, Steeles and Queen, and all the areas are so busy in Brampton and there are many cars. We need some more roads, and I don't know how you're going to do that. I really appreciate this talk and that I hope to have something else to say in the next one. (concludes call by extending greetings to Mayor and his wife and believes Mayor will do great things for Brampton).</p>
Roads	TTH1 voicemail	<p>Am concerned about Steeles 6 lanes. When you go in the morning or afternoon all 3 lanes are used by most of the tractor trailers we have a very hard time to pass those trailers. In in Quebec there are certain times when the trailers can use all three lanes. They can use or one two but not all three lanes. Here all three lanes are packed from here in Brampton to Toronto border. So, maybe you an consider these actions or pass to Council. My name is (redacted)</p>
Roads	TTH1 voicemail	<p>(redacted). Regarding snow removal if there is any way for when the snow plows come to remove the snow on the road is there any way that an arm can be lowered to stop the redistribution of snow back on to the end of the driveway. I find it mostly impossible to re-shovel. If somebody can get back to me please.</p>
Roads	TTH1 voicemail	<p>My name is (redacted). Some of the things I notice, the Kennedy bus (I take the bus from Kennedy and Bovaird) at rush hour there doesn't seem to be enough buses. This route is very busy. Secondly on Etobicoke Crescent they don't clear the snow, there's like a pile and it gets hard. I was wondering what's going on and the drain system doesn't collect the water, the snow freezes and lots of cars parked on the road. I remember as a kid when I lived in Richmond Hill in certain areas if you didn't cut your grass, people would call the City on you. If lots of cars were parked on the street, the City would come then too. Here many people don't cut their lawns and even for many cars parked on the road, no one's snitching. This is not safer when I am walking on the roads in the night. Maybe tickets should be given for these cars. Don't clean snow enough, it's terrible. Not cleaned from sidewalks. One day I saw a guy throw salt at the bus stop at Bovaird and Kennedy, half a shovel salt only but that's not enough. It's hard to walk when sidewalks are not clean. Absolutely doing a good job with parks and recreation, lots of activities for kids, especially in the downtown areas I see. (Overall comments) Not safe to walk on the streets. Snow clearing. And not enough buses.</p>
Roads	TTH1 voicemail	<p>What a good idea this is for Mayor Brown to be sharing this discussion. I enjoyed listening to this conversation and discussion and liked the opportunity to bring our issues to the Mayor. My issue is about snow removal. Any relief in sight for huge mountains of snow we see in driveways in the morning after a snowfall? It's extremely difficult for me to re-shovel. I can manage cleaning the driveway but not after snow plows come by. Any solution other cities have used? Can plows be aware of driveways and avoid piling up snow? Hope someone has a good idea to solve this. My name is Premi Narayan, moved here in Sept to Brampton. Email is (redacted) and also I will send an email to the mayor. Congrats on this new initiative, this is a great success.</p>

# 4.1-42

Roads	TTH1 question	Comment about snow plowing like first caller - could we reduce from 7cm to 5cm for plowing and has an issue with salting
Roads	TTH1 question	First caller talked about driveways - can drop plow across driveway so people can get to work. Parks need more lighting.
Roads	TTH1 question	I'm am concerned about the slow regional traffic can we sync our traffic lights?
Roads	TTH1 question	Is there anything we can do about the business of traffic?
Roads	TTH1 question	Level of service provided for residents snow removal and garbage
Roads	TTH1 question	Lives in semi w two kids only have parking for 2 cars. Gets a lot of tickets. Would it be possible to charge for street parking permits?
Roads	TTH1 question	Lives in Williams Pkwy/Miss Road and question about snow removal and parking
Roads	TTH1 question	Question about roads lots of potholes which damage. Will something be done?
Roads	TTH1 question	Question about roads?
Roads	TTH1 question	Regarding snow
Roads	TTH1 question	Removal of snow from his street - never cleaned properly over 15 years
Roads	TTH1 question	Snow removal frequency - has very poor service on street doesn't know what problem is is there a reason for that?
Roads	TTH1 question	What are they going to about the salting of the sidewalks and streets?
Roads	TTH1 question	What is the city going to do about cleaning the streets better?
Roads	TTH1 question	Why do the people who clean the snow dump the snow in peoples driveway causing people to shovel?
Roads	Contact form	<p>Please consider setting funds aside to cover the cost of cleaning snow from the sidewalks for seniors and disabled residents, I live in a home at the (redacted)</p> <p>and after each snowfall a City of Brampton employee drives a small snow plow down McMurchy Avenue on the sidewalk and clears the snow. Since you have the machines in use already, it would be appropriate to offer the snow cleaning services to all seniors and disabled in the community. Snow cleaning is hard work for seniors and disabled residents and I believe there should be money in the budget to cover this expense. And I wholeheartedly believe the big snow plow operators should not be leaving windrows at the end of everyone's driveway. For seniors and disabled residents it is nearly impossible to get these cleared. These should also be removed by the City of Brampton employees. I know you offer a snow clearing grant but that only works if you know of a company or someone willing to be paid and make themselves available for each snowfall. I don't know any company or person who provides this service. Please advise if you will consider these snow clearing proposals for seniors and disabled residents. Thank you.</p>
Safety	TTH2 question	Are there any provisions in the 2019 budget for crime so we aren't the crime city of ON?
Safety	TTH2 question	Can there be more to be done about home invasion and property damage?
Second units	TTH2 question	Are they going to take another look at the moratorium on basement apartments & generate some fines to help with the budget?
Second units	TTH2 question	Follow up on previous caller's question about second units/taxes. He wants to know if people who have second units are paying more taxes?
Second units	TTH2 question	How does taxation work for second units? I
Second units	TTH2 question	What can be done about the taxes on homes with illegal basement apartments?
Second units	TTH1 voicemail	Hi Patrick. I asked a question about 3, 4, 5 families living in one home at one time and paying the taxes and I was hoping that you'd get to my question, because these freeloaders that's a lot of our money is there and these freeloaders are getting away with it and no politician is willing to take this on and I hope that you will that it on and get these people to pay their fair amount of taxes. Thank you, bye.
Second units	TTH1 voicemail	Congrats on being the Mayor of Brampton. With your leadership you will make Brampton a world-class city. I am really very impressed with and your concern with the you and with the way that people can get in touch with you. Two questions. Why are there illegal basements in Brampton. I think they should be legalized. They can be charged and it can add to the revenue to the City. Second question is are we going to have a university in Brampton. (redacted). Doing a great job. You are a people's man. (wishes Mayor on future successes).

# 4.1-43

Second units	TTH1 question	Good idea to generate money - 3-4 people living in one home only paying one set of taxes need to pay fair share
Second units	TTH1 question	Secondary units. Basement apartments - charging \$1000-2000 a month if they were taxed as two dwellings we wouldn't need to raise taxes
Second units	Contact form	Hi there, There should be more realistic approval process for 2nd unit dwellings in brampton city as it will be a win-win for homeowner, tenant and brampton city's growth. Currently city building permit department is making it nearly impossible for the homeowners to comply with the 2nd unit approval process. Building permit department wasting the money and effort from previous budget on unnecessarily overwhelming crackdown of illegal basements and also not cooperating with homeowners who are trying to comply now. Please help us so that we can comply with the city's by law realistically. Spending 100k to make the basement compliance with city's regulation us not a realistic approach. It's worth mentioning that, all the major city inside and outside GTA has 95%+ illegal basements. Bramptoninan are the only unlucky one that are going through the overwhelming amount of pressure due to the huge amount of money allocated to building permit department on last budget. Please spend our hard earned money into something positive and beneficial to both house owner and struggling tenants in this high market
Taxes	TTH2 voicemail	Hi, yes, I was online listening to the calls. Couple of questions I had have been taken care of, however, one thing on my mind regarding the taxes, I would like to find out, if this is a bit, this may be a bit trivial, or you know, I may be 90 but, why is that one has to participate in the school taxes when we do not have a child in school anymore? Why is that not pulled from your taxes. Maybe it could be put into another area but that's a concern of mine. I'm a senior, no children in school, why am I still supporting the school taxes (inuadible) and the school board in general. And the other question is regarding, residents are supposed to be clearing their sidewalks after a certain period after snow, however, Brampton has not been cleaning main roads or back roads for that matter, sidewalks, other municipalities does that. It's a concern, not everyone uses a vehicle, so we have people walking, children and our seniors. The sidewalks should be cleaned within the same time frame that the residents in Brampton are expected to keep their sidewalks clean of the snow. Thank you.
Taxes	TTH2 voicemail	Hi Mayor Brown, I'm glad you're able to have this Townhall, it's important for democracy. My concern is about the property taxes. We are being charged increased property taxes over the, over a period of seven years that I've been here every year it increases and I'm hoping there could be a less increase.
Taxes	TTH2 voicemail	Hi, my name is (redacted). I just wanted to thank you for the phone Townhall, it sounded very informative. Just for my part, I wanted to say that I am actually quite content with a modest tax increase year over year provided that there is a, you know, corresponding increase in appropriate services or situations that can help improve the quality of living for residents. So, I appreciate that you are seeking feedback from residents and in the spirit of self-audits and transparency, I look forward to seeing how things progress as time goes on. I also think it's a good idea that you seem to be working in cooperation with shared our infrastructure with regional government, and yeah, look forward to seeing how things improve under your time here. Thank you very much for your time. Cheers, bye.
Taxes	TTH2 voicemail	Hi, my name is (redacted), and I just wanna say that I liked having the feedback in Townhall. I just wanted to make a comment on the tax payers, I think taxes shouldn't be frozen otherwise we'll be in situations where we have infrastructure eventually falling apart because taxes weren't used to keep things up, so I'd like taxes to go up probably with the rate of inflation. Secondly, if they wanna save some money at City Hall, maybe they could think twice about this, having a second AA, I don't believe that the Councillors need to have someone up there to answer their phone calls and take their emails. I'm sure that they can do some of that themselves and save taxpayers probably a million bucks by the time that they're finished with salaries and severances and everything else. So that's my comment. Thanks again, bye-bye.

# 4.1-44

Taxes	TTH2 voicemail	Good evening Mayor Brown, I'm (redacted). I thank you for giving me this opportunity to make a, to listen to your remarks, but somehow I still have some questions I would like to ask. I'm a senior citizen, 68 years old and I'm still working to pay my mortgage and after (inaudible) the land tax. I think that the land tax for me is way too much, so Mayor, I would like to hear from you. You have a good evening, God Bless. Bye-bye.
Taxes	TTH2 question	Can we lower the taxes to match at least toronto?
Taxes	TTH2 question	I am a retired. Is there any retirement discount for taxes
Taxes	TTH2 question	I don't think it's necessary to raise taxes all the time. You should be managing the tax money better Please don't raise taxes
Taxes	TTH2 question	Is the mayor proposing a tax increase? I thought he promised no tax increase when he was running?
Taxes	TTH2 question	Lives in Brampton hears the City saying they don't have anything to do but we pay taxes. We pay over 2300 taxes per year.
Taxes	TTH2 question	Since 2003 taxes have raised form 2300 to 4000 will there be a stop to that? Constant increases
Taxes	TTH2 question	Taxes going up. We are only two of us. Why taxes are going up.
Taxes	TTH2 question	They ought to increase the city's revenue. Can we tax businesses run from home?
Taxes	TTH2 question	Why are Brampton property taxes higher than Toronto's property taxes?
Taxes	TTH2 question	Why are taxes and auto insurance going up?
Taxes	TTH1 voicemail	Hi there, it's (redacted) . First I wanted to thank you for hosting these calls, I think they're amazing and a great way to communicate with people. As everybody said on the line property taxes are a huge issue, I voted for you for that reason. I think families, raising a family paying \$5000 a year in property taxes, paying GO train to get to Toronto for a job about 3000, and of course education for the kids, at the end of the day you are left with nothing. So yeah, freezing property taxes would be huge or keeping it to the bare minimum increase. The other thing is the transportation. I think an LRT or a subway to Kipling, tunneling a subway, would be an idea. I know it's a huge undertaking and of course cost, but that would be a huge advantage to bring to Brampton. Again thank you for hosting these calls, I think you're doing an amazing job. Thank you so much.
Taxes	TTH1 voicemail	(poor sound quality and faint voice) Good evening. This is (redacted) and I am senior. I was (inaudible) Mayor Patrick Brown, but they said the time was finished (inaudible) the question I was supposed to answer for the question I was supposed to ask him. My reason is for about the seniors, about the property tax going up, up and now plus they are doing the roofing on top of my home, they take (inaudible). I have a problem to go out to the car. I just want to ask this question if possible.

# 4.1-45

Taxes	TTH1 voicemail	<p>Hi, my name is (redacted) and a longtime resident of Brampton. We moved here in 1970, and my dilemma is with the increasing in property taxes for longstanding, where you're wondering why people are moving out is, well, there's numerous factors. I have my dad right now, he's going to be turning 90, and he actually purchased his home in 1970, and last year the taxes went up \$1200 for the year. So last semester, last 6 months, it went up \$600, so this year it went up \$1200. I think that's outrageous. I really think you have to give some due to the people that built this city and still reside in it, and what is happening is I think our society's going too much on the homeless and dumping tons of tax dollars into ruining the city by putting in the low housing next to people who have nice homes and have worked all their lives to pay for their homes, and now you're making it impossible to maintain their home because the taxes keep going up, so you're not solving anything. Why are these people homeless? That needs to be resolved. You know, my parents came after the war like so many Canadians, with nothing, with no language skills, they had tradesmith skills, they had work ethic, and that got them through. So all of this hand out, and you know, we feel sorry for these people yes we do, and we can help, but it just needs to be exasperated when people, you know, think that they can just continue a lifestyle without responsibility that is dependent on government, whether it's local or federal. Needs to be found out why they are homeless, are they drug addicts? Is there mental issues? And that's the resources you need to be investing in and get those people there. We can't just keep putting up places. You want a beautiful city? You know, it's just going to increase crime, it's going to bring down the property values and it's not solving anything. And Toronto has gone that way, and now Brampton is getting to be that way. Plus the taxes are way higher than Toronto. And you know, the gentleman who's on there with the 4 cars in a semi? Well you have multi families living in these houses that really are meant for single family dwelling... (cont'd below)</p> <p>(cont'd from above) ... So if they have 2 and 3 generations living in a semi, these are the issues that need to be found out by Council and by Bylaw and property standards etc. Now I have taken it upon myself, and I had to go through your Chief Operating Officer's secretary to get resolution, so no, your departments are not responsible because I've been down that road and I actually had to take the City to the Ontario Municipal Board a few years ago. So. Politics, gain, abuse of power and that was when our (inaudible) female Mayor was in town. You sound great. I welcome you and congratulate you on winning, and I hope there's something you can do for seniors. And my number is (redacted)</p>
Taxes	TTH1 voicemail	<p>Hi my name's (redacted). I just had a concern about property taxes. I've noticed that quite a few of my neighbors in similar houses – it's a new development, new build – when you go online to see the assessments the assessments are valued at the exact same prices, so I want to know why one person would be paying higher taxes, substantially higher taxes, than another member of the community. So I just wanna know that if you can get back to me. My phone number's (redacted)</p>
Taxes	TTH1 voicemail	<p>My name is (redacted). This town hall meeting on phone is wonderful, to keep us informed. Really appreciate it. What I want to say in particular informed please keep the taxes going up at least at inflation rate so that services keep on being as good as they are. When I compare to my friends in Toronto they pay taxes but they hardly get anything in return. Their taxes are not high but they don't get many services. As a citizen I would rather see my money serving me. I applaud you for what you are doing.</p>
Taxes	TTH1 voicemail	<p>(redacted). I am concerned about all the unregistered basement apartments. The people that own the house get extra revenues and they are not paying taxes on it. Thank you.</p>
Taxes	TTH1 question	<p>Are the property taxes going to go down anytime to make them more affordable?</p>
Taxes	TTH1 question	<p>Congratulating mayor- once the development of the city is done why isn't property tax more controlled since infrastructure already built</p>
Taxes	TTH1 question	<p>How come I'm paying 12 000 in taxes for 2800 square feet and people with a bigger house pay the same thing?</p>
Taxes	TTH1 question	<p>I live in an apartment and the taxes are too high what can we done?</p>
Taxes	TTH1 question	<p>Is the senior tax credit going to be added back into action going forward?</p>
Taxes	TTH1 question	<p>Is there anything that mayor brown can do about reducing the land tax for the golf club house?</p>
Taxes	TTH1 question	<p>Too much property tax here compared to Mississauga other munis</p>
Taxes	TTH1 question	<p>Why are the property taxes too high and why is the snow never removed?</p>
Taxes	TTH1 question	<p>Why are you raising property taxes? Why aren't the streets being cleaned?</p>
Taxes	TTH1 question	<p>Why is the hydro and property tax bill so high above the surrounding area?</p>

# 4.1-46

Taxes	Contact form	<p>This budget is status quo. Page 94/348 needs lots of fine tuning for the future. Too many n/a &amp; *. - Jobs to Population Ratio was 32.2% in 2016 &amp; target is only 38% by 2041. Kinda low target don't you think? - Per Cent of Roads in Good/Very Good Condition was 85% in 2014 decreased to 75% in 2017 &amp; last report n/a. How low did it go? - Per Cent Population using Sustainable Modes of Transportation (i.e. carpooling, public transit, walking or cycling) was 24.1% in 2016 &amp; 58% by 2041. Better benchmark than jobs but not stellar by any means. Why is the 2018 total tax rate for a parking lot is 2.141485% yet: - Farmland - 0.258898% - Res. Farmland Awaiting Dev. Ph 1- 0.310678% - MR Farmland Awaiting Dev. Ph. I - 0.310678% MR Farmland Awaiting Dev. Ph. I - 0.310678% C.Farmland Awaiting Dev. Ph I - 0.310678% I. Farmland Awaiting Dev. Ph I - 0.310678% - Res. Farmland Awaiting Dev. Ph. 2 - 1.035591% - Commercial Vacant Land - 1.499039%</p> <p><a href="http://www.brampton.ca/EN/residents/Taxes-Assessment/taxation/Pages/Tax-Rates.aspx">http://www.brampton.ca/EN/residents/Taxes-Assessment/taxation/Pages/Tax-Rates.aspx</a></p> <p>Help the residents understand why such a variance when they all have the same access to municipal services like sewer, water, &amp; hydro &amp; proximity to schools etc. which give land its value yet are not taxed fairly by any means however you'll shake more money out of the residential property owners by increasing their tax rate before updating the real problem. Kindly increase the tax rates on the vacant land categories mentioned above as this will without a doubt cause an influx of property owners to sell their real estate portfolios and/or put more pressure on city hall to cut the red tape eventually creating more housing supply that is desperately needed specifically the missing middle housing types (single room occupancy &amp; duplex units etc.) NOT single family residential. We have a real poverty problem in Brampton &amp; by creating the 2019-2021 budget the right way you're planting the seeds for a prosperous future.</p>
Taxes	Contact form	<p>I'll start on a positive note: I'm pleased to see that transit is getting its own dedicated levy. This is a stroke of genius as far as I'm concerned. I would also like to see a similar funding mechanism for active transportation. As costs associated with active transportation are relatively low, those dollars would go a long way. Onto other matters: Frankly, I'm disappointed that this budget capitulates to the fallacious notion of a tax freeze. Costs increase -- period. If we don't at least keep up with rising costs, we start getting into cutting services. Maybe that's okay, if those services don't pass the sniff test of a value-for-money audit. If we're looking to cut taxes in the name of "economic development", it would be fair to ask businesses in the city, the BBOT and City of Brampton Economic Development which services they are okay with cutting, or which capital expenses they'd like to see deferred to grant a tax freeze. Are they okay with putting the downtown reimagined project on an indefinite hold? Are they okay with not expanding transit service, making it more difficult and expensive for their employees to get to work? What is a tax freeze worth to them? Speaking of deferral: It appears that as a result of this year's tax decrease, we're deferring expense increases to 2020 and 2021 budgets, so I'm not sure what's to be gained here other than a temporary reprieve.</p>
Taxes	Contact form	<p>As a young homeowner living in Brampton I find it atrocious that there is a property tax increase in plans for 2019. Having struggled to finally purchase a house and now seeing the tax increase (while already paying over \$4000/year in property taxes) the City of Brampton is making it nearly impossible for us to have any hopes for a comfortable lifestyle. As a 30 year old professional with a good job I am still finding myself struggling to keep up with not only the very high property tax but the high car insurance rates as well. How are we suppose to move forward if the city we love doesn't allow us to? We're constantly having to reconsider moving almost 2 hours away to afford a comfortable lifestyle. STOP THE PROPERTY TAX HIKE! Cut down costs in other areas...perhaps don't make a library that costs millions of dollars when it isn't necessary. The library made on Bramlea Road was unnecessarily expensive to make- it did not require all around glass enclosures and the abstract design. A simple community library would have been sufficient- every dollar counts.</p>



# 4.1-47

Taxes	Contact form	Would like every Councillor to declare if they fully support the 1.4% increase. If not outline how they would change the budget, more services less services.
Taxes	Contact form	A continued increase in my property tax to support things no one in my community needs. I can't support 3 different buses running up and down my street together empty. That's not a good use of my tax dollars. The horrible cut through traffic and constant noise pollution is becoming unbearable and very unsafe to walk down. Put use of my tax dollars to build the LRT not empty buses running in packs down a residential street.
Taxes	Contact form	How is a 1.4% increase in property tax supposed to be the 0% that the current mayor campaigned on? Brampton is already paying more than similar sized cities (like Newmarket)
Taxes	Contact form	Please do not raise the property tax anymore. It's hard for us to dig deep into our wallet which is already punched hard by Brampton city hall. We can suggest only one thing, too many people are working as city staff and breaking the financial neck of the Brampton which can not handle anymore. If you guys cut down the staff and properly manage the city, we can reduce the property tax by twenty percent. We are the best scapegoat in the entire Canada, as Brampton residents are paying the highest property tax in the entire Canada.
Transit	TTH2 question	Can there be anything done about the cleanliness of the transit system?
Transit	TTH2 question	What are you doing about overdevelopment and insufficient infrastructure? What's in budget for mass transit?
Transit	TTH1 voicemail	Hi, my name is (redacted) resident of (redacted), my only request to Mayor Brown is if the transit system can be improved in the sense of if there is a frequency of the GO buses especially and there are bus stops that are not too far apart that one has to walk for 20 minutes or 15 minutes away and especially in winter. So that would be much appreciated, especially with the bus stop at Edenbrook was cancelled, when I called the GO authorities they said they did not have an answer for me there was a bus stop and they cancelled at Edenbrook and Boivaird. I would greatly appreciate if that can be looked into and a bus stop can be reinstated at Edenbrook and Boivaird. Thank you very much.
Transit	TTH1 voicemail	This is (redacted). I've written to you before about the GO Train I want to thank you very much for your efforts on getting the express back it starts tomorrow. I'm looking forward to having access to it. Thank you very much, bye.
Transit	TTH1 voicemail	(Redacted.) Question about seniors. What can you do for more transportation. (voicemail not clear. Could only catch these two three phrases).
Transit	TTH1 voicemail	My name is (redacted). Last Council denied the LRT line and we should work on that because it will be of benefit to everybody in moving from or into Brampton. Even though the Hwy 410 is good now because of the special line for going south as well as north. It's helpful and we encourage people to travel in groups and this helps to reduce the traffic on 410 and it will help everyone else. That's it for me. Thank you.
Transit	TTH1 question	Frequent transit rider none of buses have snow tires- it's a safety issue
Transit	TTH1 question	Is all day Go Service happening? What does the city want? Are we pushing for every 15? 30?
Transit	TTH1 question	What are the mayors intention for getting a train to Toronto? What can be done to increase their pension checks?
Transit	TTH1 question	What steps will the mayor take to improve the transit system?
Transit	Contact form	Can you please extend the Transit Bus 185 timing to all day till late night please? Between 9:45am and 1:45pm is not available and also after 7:30, if possible make it for all those timings all day available. It helps people from Brampton to Mississauga have a faster commute.

# 4.1-48

Transit	Contact form	I use Go transit to commute to work every day. Thanks to city planners for allowing building permits around Mount pleasant Go station, I am no longer able to park my car at the Go station due to not enough parking spots. This means despite high insurance cost and property taxes for Brampton residents, we have to pay additional costs for either using Uber or warm city coffers with parking fines. My question and concern is what city is doing to address this situation. I feel a levy should be imposed to builders and city planners and not to already overburdened residents. If anything I also would like to see refund of fine payment in the last year and amendment of by-laws around Go station until more parking spots become available
Transit	Contact form	is the transit not doing enough profit to buy more buses..why everyone in the city has to pay for transit. the model should be improved.
Transit	Contact form	the Brampton transit terminals for the brampton East is only "Bramalea Terminal".There is nothing after bramalea rd to Highway 50. There should be another brampton transit terminal service in between airport road and highway 50. Could be at Gore Meadows Community Center having connection to Go bus service. Looks like East end Brampton people are neglected having only Go service available from Bramalea Go or Bramalea Terminal
Transit	Contact form	Looking for Express bus service to/from Go stations and Transit terminals having better go connectivity.Brampton transits need to be planned better
Transit	Contact form	I am glad that council had now endorsed the plan to extend the LRT from Steeles all the way unit Mayfield / hwy 410. I think a big parking lot up there would be good. It would be nice to see an updated set of milestones to make that happened, and a time line. I also think that hiking / biking paths following all major rivers and creeks should connect into Mississauga / Toronto / etc. I think that most (if not all) bus shelters should also have a garbage can next to them to encourage people to through their waste into them. I think that increased photo radar and redline cameras be installed throughout the city and that greater enforcement and levying of fines to the vehicle owners should be undertaken more quickly. I think that in public areas, more use of remote camera's should used to capture a meaningful amount of data (perhaps 48 hours worth) to assist with crime prevention / enforcement. Encourage private strip mall owners should do the same. Some of these ideas are not just transit. Please forward as appropriate. Thank you for asking.
University	TTH2 voicemail	Hello, my name is (redacted.) My email address is (redacted) and I just was listening to the phone Townhall, and I was curious regarding the university. Listening to the conversation itself, I think the university is still a go and I just wanted to get a little bit of a better understanding as to when was construction to begin and when were they expecting to have completion, and is it going to be in the same spots that they had originally designated for the area. Thank you.
University	TTH1 voicemail	Hi I'd like to just find out about the Brampon university. Basically I just can't understand how you'd put a university on the GO train properties. I'd think the best place to put it is either in the country, where I believe they were looking up in Sandalwood area, in McLaughlin or maybe Chinguacousy, maybe even a better place to put it is over at Sheridan college, there's lots of area there. I know it'd be taking up green space but you would also create some extra facilities that would be advantageous to the whole community. Hopefully that would be on the website in the very near future so that you would explain those situations or that situation with respect to the university and what's happening in general maybe it's not a go, maybe it is. Thank you for your time.
University	TTH1 question	Just before the last election they were talking about a university is this still planned?

## 2019-2021 Current and Capital Budget Approval

The Budget Committee will meet on the following dates to discuss the 2019-2021 budgets and to consider approving the 2019 Current and Capital Budgets:

- Tuesday, March 19, 2019 - 5:00 p.m. to 7:00 p.m.
- Wednesday, March 20, 2019 - 3:00 p.m. to 5:00 p.m. and 7:00 p.m. to 10:00 p.m.

Only if necessary:

- Monday, March 25, 2019 - 9:30 a.m. to 12:00 p.m.
- Tuesday, March 26, 2019 - 9:30 a.m. to 5:00 p.m.

Delegations from the public are tentatively scheduled for Wednesday, March 20 at 7:00 p.m. Anyone wishing to be heard regarding the 2019-2021 Current and Capital Budget proposals should contact, or make written comments to be received in the City Clerk's Office on or before 4:30 p.m. on March 19, 2019.

City Council will consider the Budget Committee's 2019-2021 Current and Capital Budget recommendations at a special meeting on **March 27, 2019 at 7:00 p.m.** If Committee or Council decides to refer or defer consideration of the 2019-2021 budget to a subsequent meeting, further public notice will be given.

All meetings will be held in the Council Chambers, 4th Floor, City Hall at the address noted below. 2019-2021 budget information is available for public review on the City website and in the City Clerk's Office.

(<http://www.brampton.ca/EN/City-Hall/budget/Pages/Welcome.aspx>)

First published on March 14, 2019.

P. Fay, City Clerk

2 Wellington St. W., Brampton, ON L6Y 4R2

905-874-2178 [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca)

**Brampton is thinking bigger.** We are a future ready organization with a sharp focus. We know our community's growth, youth and diversity set us apart. We sit at the centre of Canada's innovation super corridor, encouraging investment and growing our global success. We are building vibrant urban centres that ignite opportunity and instill pride in the people who live and work here. We are moving Brampton forward to be a connected city that is innovative, inclusive and bold. Follow us on Twitter and Facebook. Learn more at [www.brampton.ca](http://www.brampton.ca).



**BRAMPTON**  
Flower City

**Chief Administrative Office**  
City Clerk

## Delegation Request

For Office Use Only:  
Meeting Name:  
Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: [cityclerksoffice@brampton.ca](mailto:cityclerksoffice@brampton.ca) Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☐ Planning and Development Committee  
☐ Committee of Council ☐ Other Committee:

Meeting Date Requested:  Agenda Item (if applicable):

Name of Individual(s):

Position/Title:

Organization/Person being represented:

Full Address for Contact:  Telephone:   
Email:

Subject Matter to be Discussed:	<input type="text"/>
Action Requested:	<input type="text"/>

A formal presentation will accompany my delegation: ☐ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☐ Adobe File or equivalent (.pdf)  
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg) ☐ Other:

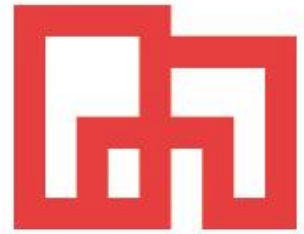
Additional printed information/materials will be distributed with my delegation: ☐ Yes ☐ No ☐ Attached

**Note:** Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.



# Downtown Brampton BIA

**DOWNTOWN BRAMPTON  
2019 BUDGET PRESENTATION**

MARCH 20, 2019

# **2019 BUDGET PROCESS AND TIMELINES**

Budget planning conducted concurrently with the City of Brampton budget timelines

## **Timing of the 2019 Budget:**

- Open budget workshops with BIA membership July/Aug. 2018;
- Budget planning meeting with directors August & September 2018;
- Budget planning at committee levels Fall 2018;
- Board budget meeting review - Oct. 17, 2018;
- Board Re-Review of budget in light of Downtown Reimagined – Feb 12, 2019

Presentation to Council March 20, 2019

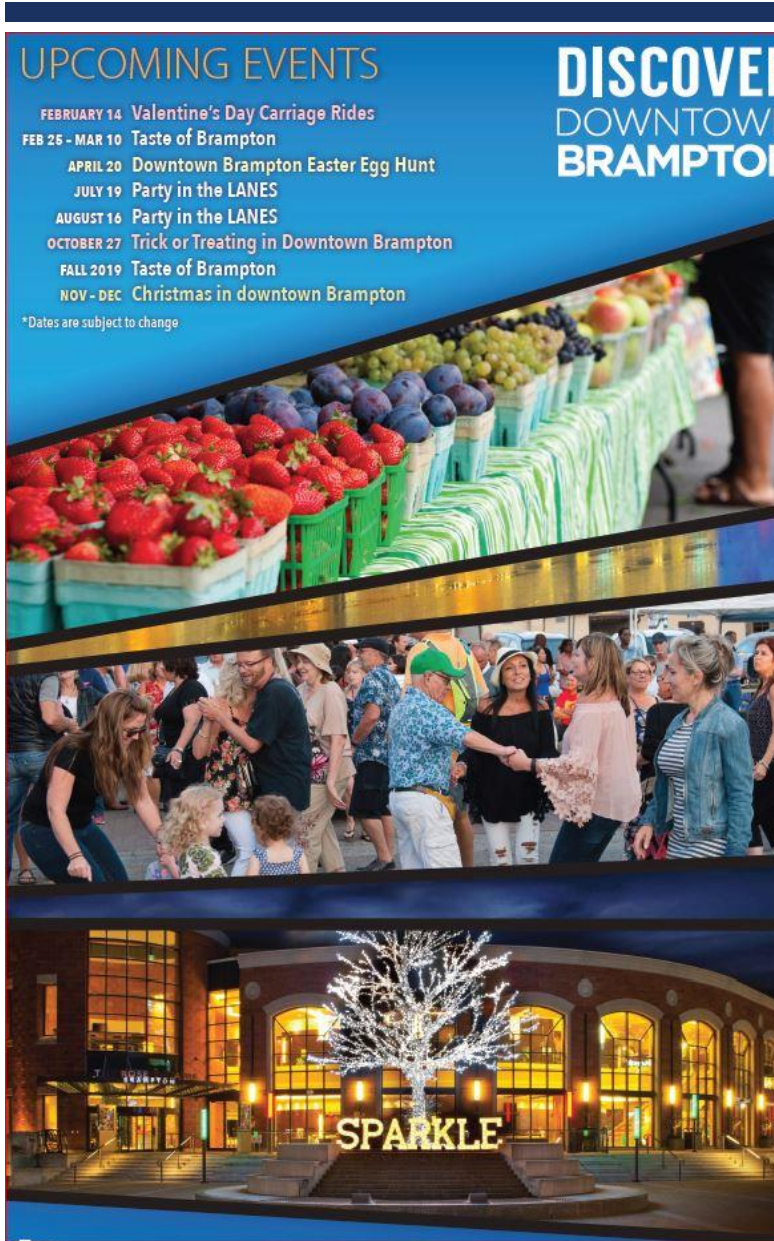
## DOWNTOWN BRAMPTON BIA

**VISION:** Downtown Brampton is a respected and welcoming destination dedicated to bringing people together for quality shopping, services and entertainment.

**MISSION:** The Downtown Brampton BIA promotes and enhances downtown Brampton through marketing, events and beautification to build confidence and engagement with its members and the community.







## CORPORATE GOALS

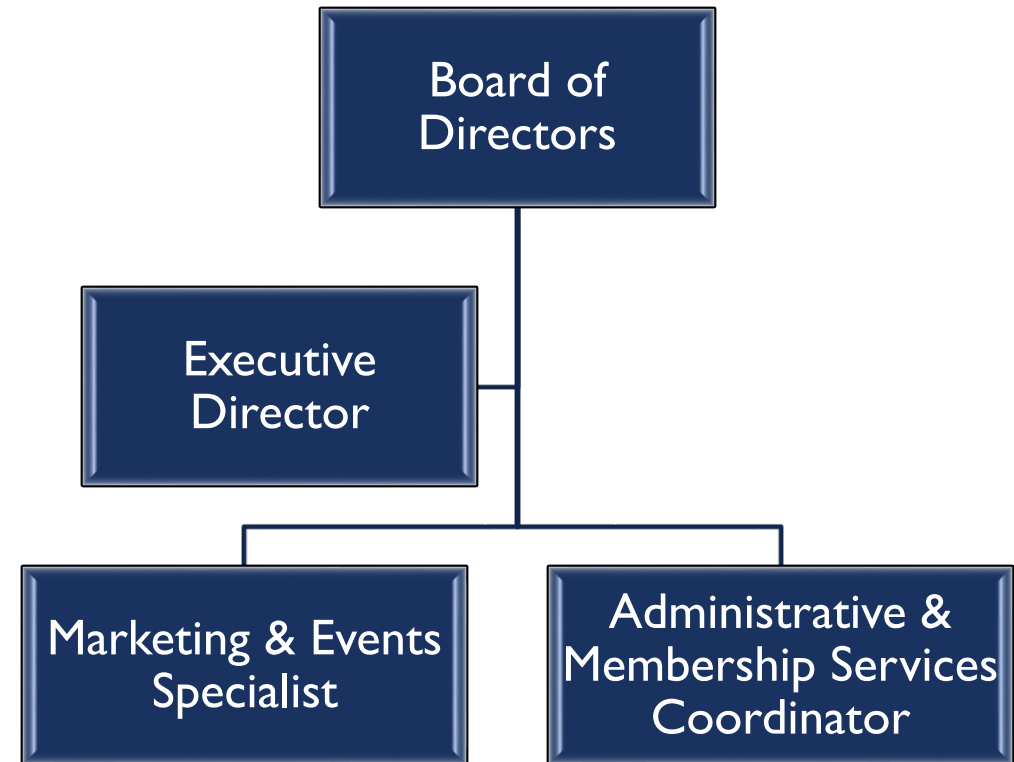
Increase Promote the value and raise awareness of  
Downtown Brampton

Create Create a cool and trendy vibe

Create Create synergy with the City of Brampton  
for the betterment of the downtown

## KEY SERVICE AREAS INCLUDE:

- Advocacy - Membership Engagement
- Beautification - Enhancing the Public Realm
- Marketing, & Events - Create a cool and trendy vibe
- Safety (Advocacy & Educational Workshops)
- Sponsorship & Partnerships



## 2018 HIGHLIGHTS

### Business Advocacy & Planning

- Downtown Brampton Strategic Plan 2018 – 2021
- Partnerships with City of Brampton
- Downtown Reimagined – Advocacy, communications and membership engagement
- Ongoing communications and outreach to business district
- Bike to Work Day - May 2018
- Meet the Beat in Downtown Brampton – June 2018

### Events & Marketing

- The Taste of Brampton - Feb 2018
- Carriage Rides for Valentines Day & Mother's Day
- More family events: Easter Egg Hunt, Trick or Treating & Breakfast with Santa
- Party in the Lanes - June, July & August 2018
- BIA sponsored and supported FOLD, Beaux Arts Brampton, Rib N Roll, BPW, Live Art Competition, TNCS, Euphoria, World of Jazz Festival
- Sparkle Shop + Dine - Christmas & Holiday Celebrations



# BIA **WORK PLAN** FOR 2019

- Strategic Plan
- Action Plan – Align to Strategic Plan
- Beautification
- Downtown Capital Committee
- Events Strategy
- Marketing/Communications Plan
- Membership Engagement
- Sponsorship Plan





# BEAUTIFICATION

- Light Up Our Laneways
- Planter Rebate Program (ongoing)
- National Flag Day Celebrations
- Spring Cleaning in Downtown
- Canada Day Window Decorating Contest
- Downtown Brampton BIA A-Frame Permanent Program
- Christmas Windows of Downtown
- Sparkle SHOP + DINE



## MARKETING & COMMUNICATIONS

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### Marketing & Public Relations (24/7)

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Continuing to build on market data at special events and with all event and marketing projects. Identifying KPI's for the DBBIA and continue to build on BIA & members successes

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Destination Campaign – Discover Downtown Brampton

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Retail Recruitment Strategy

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Digital & Social Media

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Membership Engagement

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## MARKETING PARTNERSHIPS

- Destination Marketing - Discover Downtown Brampton
- BIA contribution - \$146,000, City of Brampton contribution - \$40,000
- BIA & City to collaborate to promote the downtown core as a key attraction and destination in the City of Brampton and the GTA. This partnership will leverage dollars to build a stronger voice and presence for the downtown core
- Both the BIA and City of Brampton are eager to continue with this project and to maximize the impact of the Marketing Partnership
- Community Partnerships: Algoma University, Sheridan College, Judith Nyman Secondary School & Turner Fenton Secondary

Specific deliverables for 2019:

- Discover Downtown Brampton Magazine
- Radio promotions
- Sponsorship/Partnerships - Beaux Arts, FOLD, BPW, EUPHORIA, TNCS, World of Jazz Festival, Flower City Bhangra, Live Art





## MEMBERSHIP ENGAGEMENT

- Welcome Visit & BIA Membership Booklet
- Seasonal Newsletter
- Bi-weekly Member e-News
- Membership Events
  - Grand Opening Celebrations
  - Business Mixers
  - Educational Workshops
  - Coffee Talks with the Executive Director
- Annual General Meeting
- New Retail/Shopping Promotions
- Added value to businesses community & City Partnerships



# DOWNTOWN BRAMPTON SAFETY

- Laneway Strategy
- Walkability
- Lighting
- Events: Bike to Work Day, Self Defense Workshops, Meet the Beat BBQ - June 2019
- BIA Safety Workshops



## 2019 BIA REVENUE & LEVY

### NOTES:

- DBBIA has maintained the BIA Levy for 2019 at \$392,943
- Rent Relief - \$15,560
- Marketing Partnership - \$40,000

### OTHER REVENUES:

- Sponsorship, Grant & Marketing Revenue

	2019	2020	2021
<b>EXPENDITURES</b>			
Salaries/Benefits	161,420.75	164,497.83	168,787.77
Administration/ Operations	55,659.60	55,896.76	56,100.00
Beautification	6,000.00	6,000.00	6,000.00
Marketing / Public Relations	146,000.00	144,000.00	144,000.00
Events	71,500.00	71,500.00	71,500.00
Safety	1,000.00	1,000.00	1,000.00
<b>OTHER EXPENDITURES</b>			
Summer In-Kind Service Expense to the City	28,839.07	30,000.00	30,000.00
Tax-Arbitration Adj	16,038.33	16,038.33	16,038.33
Amortization Expense	5,883.92	5,883.92	5,883.92
<b>TOTAL EXPENDITURES</b>	<b>492,341.67</b>	<b>494,816.85</b>	<b>499,310.02</b>
<b>REVENUES</b>			
<b>Primary Tax Levy</b>			
Business Tax - Primary	392,943.00	392,943.00	392,943.00
<b>Marketing Partnerships</b>			
City - Mktg Partnership	40,000.00	40,000.00	40,000.00
City - Rent Relief	15,559.60	15,796.76	16,000.00
Other Revenues / Sponsorship	15,000.00	15,000.00	15,000.00
<b>Interest Earned</b>			
Interest	-	-	-
Summer In-Kind Service Support from the	28,839.07	30,000.00	30,000.00
<b>TOTAL REVENUES</b>	<b>492,341.67</b>	<b>493,739.76</b>	<b>493,943.00</b>
<b>Contribution from Reserve Fund</b>	-	1,077.09	5,367.02
<b>REPORT FINAL TOTALS - PROFIT / ( LOSS )</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

# 2019 DOWNTOWN BRAMPTON BIA BUDGET



# Brampton Library

## Proposed

### 2019-2021 Budget



# Overview & Goals

## Mission Statement

Brampton Library is a world-class destination that creates opportunities for everyone to discover their full potential by fostering literacy, inspiring learning and building community.



# Did You Know In 2018?

DID  
YOU?  
KNOW



Residents visited  
library branches  
2,156,488 times



4,279,075 free  
print and digital  
items were  
borrowed by  
residents



150,533 residents  
participated in  
6,435 free  
programs and  
workshops



There are 12,500  
free e-learning  
courses available,  
which were  
accessed 220,088  
times



All our branches  
are open 7  
days/week, 23,800  
hours every year  
and online 24/7



# Did You Know?

95% of Residents surveyed said that Brampton Library is important to their household.

94% of Residents are satisfied (69% very satisfied) with Brampton Library services

Brampton  
Library

\*from approx. 1000 respondents during Ontario Public Library week



# Brampton Library Performance

		Brampton Library Performance	Industry Benchmark	Comments
1	Library Space Per Capita	.35 sq ft	.60 sq ft*	<ul style="list-style-type: none"> <li>Metric based on 600,000 residents</li> </ul>
2	Budgeted Operating Expenditure Per Capita (2018)	\$29.50	\$46.55**	<ul style="list-style-type: none"> <li>Brampton Library is at least \$10 per capita less in comparison to neighbouring systems</li> </ul>
3	Cost Per Library Use	\$1.12	\$2.01***	<ul style="list-style-type: none"> <li>Operating costs to operate library branches and provide resources to residents</li> </ul>

\*Industry guideline within Ontario

\*\*2017 Canadian Public Library Statistics

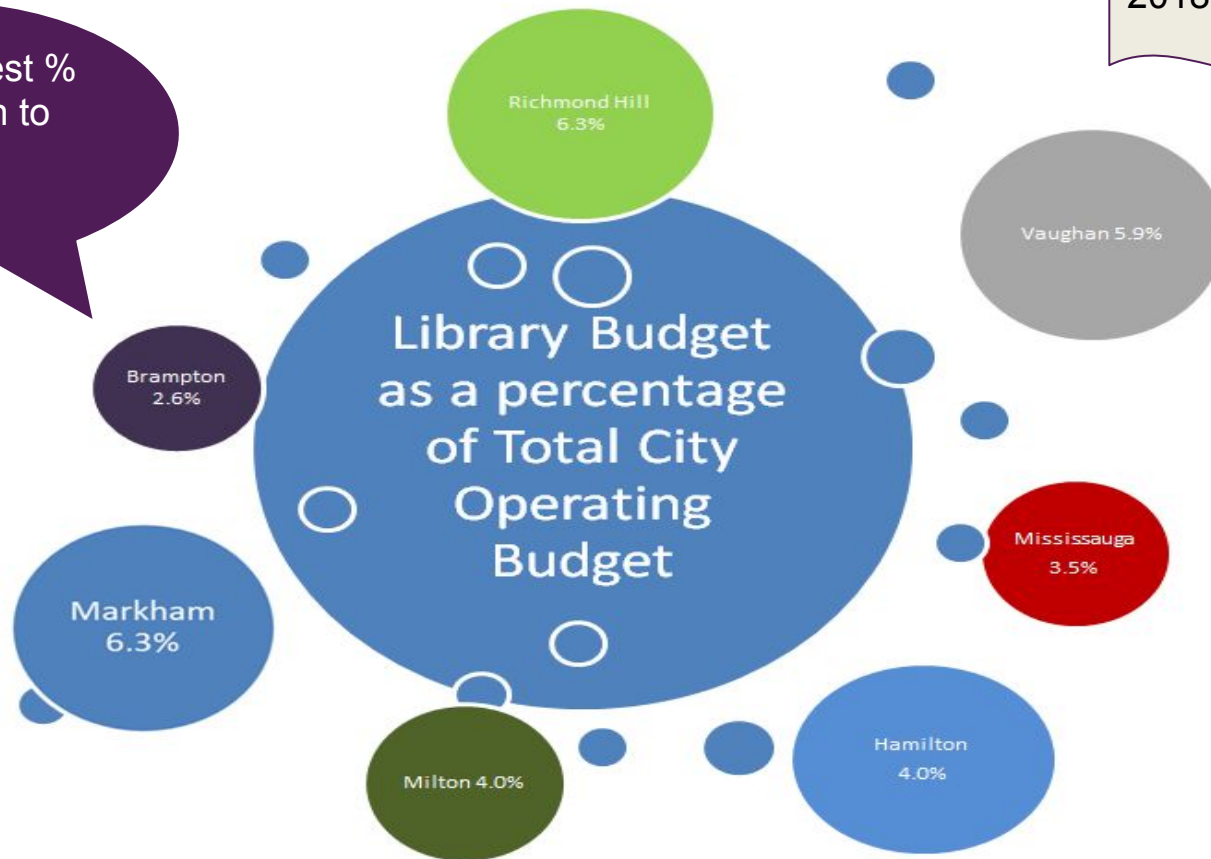
\*\*\*2016 MBNCanada Performance Measurement Report



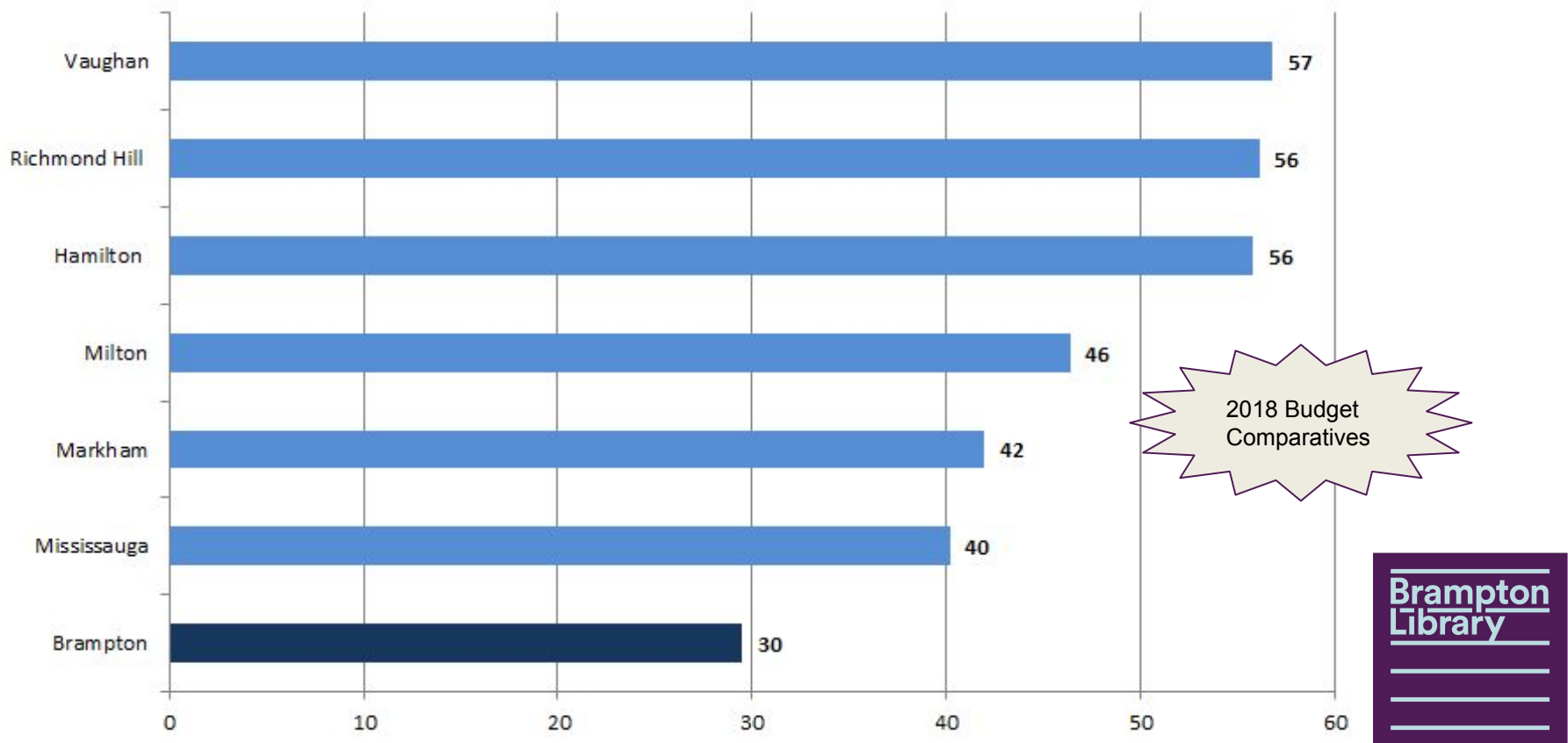
# How do we compare to other GTHA Libraries

2018 Comparatives

BPL has lowest %  
in comparison to  
neighbouring  
systems



# How do we compare to the GTHA Libraries - Operating Budget Per Capita



# Reflecting on 2018



- Opened new Springdale branch
- Expansion of hours and services across all Branches
- Negotiated new Collective Agreement with CUPE

# The Plan for 2019



- Open new SouthWest Library Branch
- Launch of programming through Brampton Library On The Go van
- Continue to expand products and programs to support 21<sup>st</sup> century digital literacy skills
- Facility Master Plan review

**Brampton  
Library**

# Brampton Library On the Go Van





# 2019-2021 Operating Budget Submission

(000s)	Proposed		
	2019 Budget	2020 Budget	2021 Budget
<b><i>Divisionsal Breakdown</i></b>			
Library	17,550	18,685	19,490
Net Expenditures	17,550	18,685	19,490

Category	Budget Variance (000s)		
	2019 Budget	2020 Budget	2021 Budget
Compensation adjustments	417	527	716
Operating Expenditures adjustments to reflect actuals and forecasted adjustments			
Media Support	55	31	32
Administrative Expenses	(28)	-	28
Rent	27	27	18
Revenue adjustments	-	11	11
SouthWest Branch	299	-	-
New & Enhanced Services	-	539	-
Total Operating Variance	770	1,135	805

# 2019-2021 Capital Budget Request

Category	Proposed Capital Budget (000s)		
	2019 Budget	2020 Budget	2021 Budget
Automation Software & Hardware Upgrades	50	278	50
Collection Development	1,050	1,100	1,100
Asset Management Review		100	
Furniture Refresh			100
Grant Identification	50		
<b>Total Capital Budget</b>	<b>1,150</b>	<b>1,478</b>	<b>1,250</b>



# Thank you & Questions



**Date:** 2019-02-28

**Subject:** **Brampton Transit Fare Change**

**Contact:** Alex Milojevic, General Manager, Transit  
905.874.2750 ext. 62332, alex.milojevic@brampton.ca

**Recommendations:**

1. That the report from Alex Milojevic, General Manager, Transit, dated February 28, 2019, to the Budget Committee Meeting of March 18, 2019, re: **Brampton Transit Fare Change**, be received;
2. That Brampton Transit fares & related charges be approved and set, with an effective date of May 12, 2019, as detailed in Appendix B of this report; and,
3. That Schedule G of the User Fee (Municipal Act) By-Law 380-2003, as amended be updated to reflect the approved 2019 Brampton Transit fares & related charges as detailed in Appendix B.

**Overview:**

- **Brampton Transit is facing significant cost pressures due to the demands to increase service levels and frequencies to meet the growth in Brampton's population and ridership.**
- **The purpose of this report is to provide the Budget Committee with recommendations on a proposed change for Brampton Transit fares. This change will help fund planned service level improvements and help to maintain a responsible level of revenue generation through fares.**
- **The recommended fare change would become effective May 12, 2019.**
- **The last fare change was on March 5, 2018.**

**Background:**

The significant service improvements over the past few years, including the Züm bus rapid transit service, combined with inflationary pressures, continue to put increased pressure on the cost of transit to the City.

## 7.1-2

Within the City of Brampton, transit services are about 50% recoverable through revenues from operations, the primary source being from passenger revenue (97%) with additional sources being advertising (2%) and other (1%). A traditional measure of overall efficiency and fare levels in the transit industry is the revenue-to-cost (R/C) ratio. This R/C ratio is slightly above what is targeted in Brampton Transit's current 5-Year Business Plan. It is also slightly higher than other comparable and similar sized transit systems in Ontario: Mississauga (48%), York Region (40%), Durham Region (38%) and Hamilton (47%).

(Source: Canadian Urban Transit Association 2017)

The remaining 50%, not recovered through revenues from operations, is from municipal investment (42%) and provincial gas tax contribution (8%).

This report provides details of the 2019 transit fare change included in the 2019 Current Budget submission of the Transit Department.

### **Current Situation:**

Brampton Transit is facing significant cost pressures due to the demands to increase service levels and frequencies to meet the growth in Brampton's population and ridership. Ridership in 2017 increased by 18% compared to the national average of 1.5%, while 2018 ridership increased by an additional 14%. Since 2009, ridership has grown by 154% versus the population growth of 25%. While this helps to achieve the City's long-term goals for improving Brampton's modal split, it is also necessary to manage the growth and service expansions with a financial plan that is cost-effective and balances user fees and municipal investment. A fare change is recommended to offset some of these costs and to maintain a similar revenue-to-cost ratio, thereby sharing a portion of the increased costs between the transit user and the taxpayer.

Brampton Transit staff have reviewed the current fare structure in relation to neighbouring transit systems. Although each individual municipality sets fares, comparisons are made to ensure that fares are set within current market conditions with the intent of minimizing the impact on ridership and negative reaction from the users of public transit. As Appendix A illustrates, Brampton Transit fares compare favourably with neighbouring transit systems, particularly in the senior category.

Appendix B provides a detailed comparison of the existing fare structure to the proposed fares that would be effective on May 12, 2019, if approved. The following outlines the rationale for each of the proposed changes.

### Cash Fares

It is recommended that the cash fare remain unchanged. The cash fare was last changed from \$3.75 to \$4.00 on March 5, 2018. Riders that use the more economical PRESTO e-purse fare option can save \$0.90 per ride (based on proposed fare change). With the emergence of smart card technology, transit systems attempt to reduce cash

## 7.1-3

usage to lessen handling costs and security issues. As such, over the next few years, a recommended priority will be to increase cash fares to shift riders to the more cost-effective PRESTO fare options.

### Adult Fares

It is recommended that adult e-purse be changed from \$3.00 to \$3.10. Weekly passes be changed from \$33.00 to \$34.00 and monthly passes be changed from \$124 to \$128. Other transit systems such as the Toronto Transit Commission (TTC), MiWay, York Region Transit and Oakville Transit have also either approved or proposed a similar change for 2019. Brampton is comparable to other transit systems in this fare category.

### Youth Fares

It is recommended that youth e-purse remain unchanged. The last fare change in this category was March 5, 2018. The proposed freezing of youth fares would better align this category with other GTHA systems.

### Child Fares

It is recommended that child e-purse remain unchanged. There was a fare reduction in this category on September 3, 2018 as our child fare was one of the highest amongst our peers. The proposed freezing of child fares would continue to better align this category with other GTHA systems.

### Senior Fares

It is recommended that senior e-purse remain unchanged. A separate report on senior fare options for Brampton residents is under consideration by Brampton City Council as part of the 2019 operating budget process. Brampton is significantly lower than other transit systems in this fare category.

## **Corporate Implications:**

### Financial Implications:

The additional revenues associated with the May 12, 2019 fare change are approximately \$1.1M prorated for 2019 and \$1.7M on an annual basis. The 2019 Current Budget submission of the Transit Department includes this prorated change in fares. The proposed changes are anticipated to generate additional 2.3% fare revenue.

### Communication Implications:

Brampton Transit will develop a marketing and communications plan in conjunction with the City's Strategic Communications Department, detailing the key information that will be communicated to the public regarding the transit fare change. Below are some of the proposed tactics to communicate the fare change:

- Onboard bus and terminal notices
- Print advertising in local newspapers

## 7.1-4

- Digital advertising and social media – Facebook and Twitter channel @BramptonTransit
- Website: bramptontransit.com
- Media release

### **Strategic Plan:**

This report achieves the Strategic Plan priority “*Move & Connect*” by investing in transportation and building sufficient infrastructure to support growth.

### Living the Mosaic – 2040 Vision

This report directly aligns with the vision that Brampton will be a mosaic of safe, integrated transportation.

### **Conclusion:**

The 2019 Current Budget for Brampton Transit includes increases in transit services with the associated increase in labour, fuel and bus maintenance costs. In order to fund these increases in transit services and to maintain a similar R/C ratio, a fare change is recommended for the adult fare category only; the cash, senior, child and youth fare categories will remain unchanged.

Approved by:

---

Alex Milojevic,  
General Manager, Transit

Approved by:

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Joseph Pittari,  
Acting Chief Administrative  
Officer/Commissioner,  
Corporate Services

### **Attachments:**

**Appendix A – 2018 Transit User Fee Benchmarking**

**Appendix B – 2019 Proposed Fare Change**

**Appendix C – DRAFT User Fee By-Law 380-2003 Amendment**

Report authored by: Jarrid Jensen, Manager, Administrative Services, Transit

## APPENDIX A - 2018 TRANSIT USER FEE BENCHMARKING

FARE CATEGORY	BRAMPTON TRANSIT (as of Sept 3, 18)	MISSISSAUGA TRANSIT (as of Jan 29, 2018)	YORK REGION TRANSIT (ZONE 1) (as of July 1, 2018)	BURLINGTON TRANSIT (as of May 1, 2015)	OAKVILLE TRANSIT (as of Jan 1, 2018)	TTC (as of Jan 1, 2017)	DURHAM REGION TRANSIT (as of May 1, 2018)	HSR (as of Sept 1, 2018)
<b>PRESTO Loyalty Program</b>	NA	<b>Weekly:</b> Free after 12 fares (Mon-Sun)	NA	<b>Monthly:</b> Free after 36 fares (adult), 38 fares (student), 32 fares (senior) and 27 fares (child) in a calendar month	NA	NA	NA	<b>Weekly:</b> Free after 11 fares (Mon-Sun)
<b>Adult</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>	<b>Ages 20-64</b>
Cash Fares	\$4.00	\$3.75	\$4.00	\$3.50	\$3.75	\$3.25	\$3.75	\$3.00
PRESTO e-Purse	\$3.00	\$3.00	\$3.75	\$2.70	\$3.00	\$3.00	\$3.15	\$2.40
PRESTO Weekly Pass	\$33.00	NA	NA	NA	NA	\$43.75	NA	NA
PRESTO Monthly Pass	\$124.00	\$130.00	\$150.00	\$97.00	\$125.00	\$146.25	\$117.00	\$105.60
<b>Student</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>	<b>Ages 13-19</b>
Cash Fares	\$4.00	\$3.75	\$4.00	\$3.50	\$3.75	\$2.10	\$3.75	\$3.00
PRESTO e-Purse	\$2.55	\$2.25	\$3.00	\$1.85	\$2.30	\$2.05	\$2.80	\$2.00
PRESTO Weekly Pass	\$27.50	NA	NA	NA	NA	\$34.75	NA	NA
PRESTO Monthly Pass	\$107.00	NA	\$117.00	\$71.00	\$80.00	\$116.75	\$93.50	\$88.00
<b>Child</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 0-12</b>	<b>Ages 6-12 5 &amp; under free</b>	<b>Ages 6-12 5 &amp; under free</b>
Cash Fares	\$4.00	\$3.75	\$4.00	\$3.50	\$3.75	Free	\$2.50	\$3.00
PRESTO e-Purse	\$2.00	\$1.65	\$2.35	\$1.85	\$2.30	Free	\$2.10	\$2.00
PRESTO Weekly Pass	\$22.00	NA	NA	NA	NA	NA	NA	NA
PRESTO Monthly Pass	\$84.00	NA	\$63.00	\$50.00	\$80.00	NA	\$65.00	\$88.00
<b>Senior</b>	<b>65+</b>	<b>65+</b>	<b>65+</b>	<b>65+</b>	<b>65+ Free on Monday</b>	<b>65+</b>	<b>65+</b>	<b>65+ Free 80+</b>
Cash Fares	\$1.00	\$1.00	\$4.00	\$3.50	\$3.75	\$2.10	\$2.50	\$3.00
PRESTO e-Purse	\$1.60	\$2.00	\$2.35	\$1.85	\$1.90	\$2.05	\$2.10	\$2.00
PRESTO Weekly Pass	\$16.00	NA	NA	NA	NA	\$34.75	NA	NA
PRESTO Monthly Pass	\$52.00	\$61.00	\$63.00	\$59.25	\$60.00	\$116.75	\$46.00	\$29.50
Photo ID Card	\$0.00	\$5.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.00
<b>Average Fare*</b>	\$2.44	\$2.07	\$3.09	\$2.52	\$2.55	\$2.18	\$2.51	\$1.91
Source: *2017 CUTA Report								

## APPENDIX B – 2019 Proposed Fare Change

ITEM	FARES		
	Current	Proposed May 12, 2019	Change
<b>Person with Vision Loss (with CNIB Card)</b>	Free	Free	
<b>Pre-Schooler (age 5 &amp; under, with a fare paying passenger)</b>	Free	Free	
<b>Support Person (with a fare paying passenger)</b> As per Accessibility for Ontarians with Disabilities Act (AODA)	Free	Free	
<b>Cash Fare</b>			
Universal	\$4.00	\$4.00	
Senior (Brampton resident with photo ID card)	\$1.00	\$1.00	
<b>Adult</b>			
Presto e-Purse (per ride)	\$3.00	\$3.10	3.30%
Presto Weekly Pass	\$33.00	\$34.00	3.00%
Presto Monthly Pass	\$124.00	\$128.00	3.20%
<b>Youth (Ages 13-19)</b>			
Presto e-Purse (per ride)	\$2.55	\$2.55	
Presto Weekly Pass	\$27.50	\$27.50	
Presto Monthly Pass	\$107.00	\$107.00	
<b>Child (Ages 6-12)</b>			
Presto e-Purse (per ride)	\$2.00	\$2.00	
Presto Weekly Pass	\$22.00	\$22.00	
Presto Monthly Pass	\$84.00	\$84.00	
<b>Senior (65 Years of age &amp; over)</b>			
Presto e-Purse (per ride)	\$1.60	\$1.60	
Presto Weekly Pass	\$16.00	\$16.00	
Presto Monthly Pass	\$52.00	\$52.00	
<b>Veteran Pass Program</b> As per the program guidelines	Free	Free	
<b>GO Transit Fare Integration</b> As per the program guidelines	\$0.80	\$0.80	
<b>GTA Weekly Pass</b> Set by TTC and other participating transit partners	\$63.00	\$64.95	3.10%
<b>Dufferin-Peel Catholic District School Board and Peel District School Board</b> Special Purpose Tickets for special education students as per program guidelines	Free	Free	
Special Purpose Tickets (Strip of 10)	\$24.50	\$24.50	
<b>Registered Charities &amp; Non-Profit Agencies</b> Special Purpose Tickets (Strip of 10)	\$30.00	\$31.00	3.30%
<b>Smart Commute Discounted Transit Pass Program</b> Monthly Adult Pass with 15% Discount (As per the program guidelines)	\$105.40	\$108.80	3.20%
<b>The City of Brampton Employee Transit Pass Program</b> Monthly Adult Pass with 50% Discount (As per program guidelines)	\$62.00	\$64.00	3.20%
<b>Charter Rate (Plus HST)</b>	\$175/hour	\$175/hour	
<b>PRESTO Card (New &amp; Replacement) (Incl. HST)</b>	\$6.00	\$6.00	
<b>PRESTO Card Protective Sleeve (Incl. HST)</b>	\$2.00	\$2.00	
<b>Photo ID Card (Replacement Fee) (Incl. HST)</b>	\$5.00	\$5.00	



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* \_\_\_\_\_

**To Amend User Fee By-law 380-2003, as amended,  
to update Transit Division User Fees**

**WHEREAS** By-law 380-2003 was passed pursuant to the *Municipal Act, 2001*, to impose fees or charges;

**AND WHEREAS** Council has approved, through Resolution \_\_\_\_\_ amendments to fees for services provided by the Transit Division.

**NOW THEREFORE** the Council of The Corporation of the City of Brampton  
**ENACTS AS FOLLOWS:**

1. By-law 380-2003, as amended, is hereby further amended by replacing Schedule G – Transit Division Fees and Charges, with the Schedule set out in Appendix A to this By-law.

READ A FIRST, SECOND AND THIRD TIME AND PASSED this    day of March, 2019.

Approved as to form. ____/____/____ _____
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Approved as to content. ____/____/____ _____
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\_\_\_\_\_  
P. Brown, Mayor

\_\_\_\_\_  
P. Fay, City Clerk



**Schedule G – By-law 380-2003**  
**(Amended by By-laws 51-2004, 393-2004, 200-2005, 418-2005, 174-2006,**  
**2-2007, 174-2007, 382-2007, 320-2008, 228-2010, 243-2010, 65-2011, 62-2012,**  
**373-2012, 366-2013, 320-2015, 299-2016, 262-2017)**

**Transit Division Fees & Charges**

ITEM	FARES	
	Current	Proposed May 12, 2019
Person with Vision Loss (with CNIB Card)	Free	Free
Pre-Schooler (age 5 & under, with a fare paying passenger)	Free	Free
Support Person (with a fare paying passenger) As per Accessibility for Ontarians with Disabilities Act (AODA)	Free	Free
Cash Fare		
Universal	\$4.00	\$4.00
Senior (Brampton resident with photo ID card)	\$1.00	\$1.00
Adult		
Presto e-Purse (per ride)	\$3.00	\$3.10
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Presto Monthly Pass	\$107.00	\$107.00
Child (Ages 6-12)		
Presto e-Purse (per ride)	\$2.00	\$2.00
Presto Weekly Pass	\$22.00	\$22.00
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Veteran Pass Program As per the program guidelines	Free	Free
GO Transit Fare Integration As per the program guidelines	\$0.80	\$0.80
GTA Weekly Pass Set by TTC and other participating transit partners	\$63.00	\$64.95
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PRESTO Card (New & Replacement) (Incl. HST)	\$6.00	\$6.00
PRESTO Card Protective Sleeve (Incl. HST)	\$2.00	\$2.00
Photo ID Card (Replacement Fee) (Incl. HST)	\$5.00	\$5.00



February 21, 2019

Mayor & Council  
City of Brampton  
2 Wellington Street W.  
Brampton, ON L6Y 4R2

**Re: 2019 Budget Recommendations**

Dear Mayor Brown and Members of Council,

Each year, the Brampton Board of Trade follows the City of Brampton's budget process and makes recommendations to staff and Council. We commend the City for incorporating many of the Board of Trade's past recommendations.

As Council begins its 2019 budget process, we look forward to new ideas, a fresh and accountable approach to annual budgeting. In that regard, the Brampton Board of Trade offers our preliminary recommendations on the 2019 City of Brampton Budget. Specifically, we encourage council to take steps to minimize any property tax increase for the 2019-21 period.

The staff report "2019-2021 Budget Process" sets expectations for an operating tax increase target of at least 4%. Simply put, Brampton taxpayers - both residents and businesses - cannot afford this level of tax increase after the many years of above inflation increases. In particular, the regulatory burden on businesses is increasing every day, meaning increased costs and new barriers to business growth and job-creation. Increases in property tax simply adds to these growth barriers.

**Property Tax Increases: Brampton is at a breaking point**

The City of Brampton participates in a municipal benchmarking study each year. As the 2018 Municipal Benchmarking Study from BMA Management Consulting demonstrates, Brampton's property tax level is at a breaking point. The ability to continue to increase taxes has been reached. The property tax burden of Brampton residents, as a percentage of income, is highest among neighbouring jurisdictions. The BMA study supports what many residents and businesses articulated to candidates during last fall's election – taxation levels are becoming increasingly burdensome.

	Brampton	Mississauga	Oakville	Burlington	Vaughan
2017 Average Tax Burden	\$5,150	\$4,730	\$6,338	\$4,816	\$6,002
Average Household Income	\$98,650	\$105,268	\$161,879	\$118,708	\$130,749
<b>Burden as % of Income</b>	<b>5.2%</b>	4.5%	3.9%	4.1%	4.6%

# 9.1-2

For businesses, the burden is comparatively high as well, which influences business investment decisions.

	Brampton	Mississauga	Oakville	Burlington	Vaughan
Office Buildings (\$/ft <sup>2</sup> )	\$3.60	\$3.62	\$3.98	\$3.39	\$3.46
Standard Industrial (\$/ft <sup>2</sup> )	\$2.41	\$2.14	\$2.98	\$2.47	\$1.99

## Recommendations

The Brampton Board of Trade recommends that Council direct staff to employ three strategies to mitigate property taxes:

**Strategy 1:** Stop Over-taxing: Leverage Brampton's Financial Strength

**Strategy 2:** Optimize Service Levels and Sources

**Strategy 3:** Establish a Strategic Economic Development Infrastructure Fund To Attract New Business

### 1) Leverage Brampton's Financial Strength

In preparing this submission the Board also reviewed the City's recent reports including:

- 2018 Third Quarter Operating Budget and Reserve Report
- State of Local Infrastructure Report
- Capital Project Financial Status Report

We note these observations and make the following suggestions:

- 1) Projected Operating Surplus of \$25.0 million
  - i. Consider not topping the General Rate Stabilization (GRS) Reserve to the target and instead use some of the surplus to reduce 2019 taxes
  - ii. Consider using part of the remaining balance of the surplus to reduce taxes over the term of Council. This funding would be replaced in the future as efficiencies are identified.
- 2) Debt Repayment Reserve of \$3.2 million
  - i. The debt repayments for the Fire and Emergency Services Campus are now in the budget. This reserve will essentially sit for 25 years until it is used to make the final debt payment (if the full \$47 million is actually borrowed). Perhaps let the taxpayers in 25 years make the final payment and return this money to taxpayer now over the term of Council.
- 3) Interest Rate Stabilization Reserve of \$9.5 million
  - i. This reserve is very similar (if not a duplicate) to the GRS Reserve. It can be combined with the GRS Reserve. An overall Reserve of 10% of Operating Costs seems sufficient.
- 4) Asset Replacement Reserve
  - i. We note this reserve has grown to \$33.5 million from just \$14.6 million in two years. However, we are told there is an infrastructure gap of \$246 million. It is time to slow the increases in contributions to this reserve.
- 5) Uncommitted Capital Projects increased to \$360 million (projected)
  - i. The City implemented "Capital Contract Budgeting" to reduce the level of approved, unspent capital projects. We are concerned this appear to be growing again after a few

- 9.1-3** years of decline. It went from \$613 million in 2013 to a low of \$225 million in 2016 and has now increased 60% in only two years.
- ii. While we acknowledge staff monitors these projects a number appear to be not needed now and can be simply eliminated:
- 172300 – Growth Vehicles 2017 \$1.7M – none spent but 182300 – Growth Vehicles 2018 has \$0.9 million with none spent and report is as of September 2018.
  - 172310 – Vehicle Replacement 2017 still has \$1.9 million remaining. 182310 – Vehicle Replacement 2018 has a budget of \$1.6 million with no spending in the first nine months of 2018.
  - 174690 – Bus Purchases 2017 still has \$6.8 million available. 184690 – Bus Purchases 2018 has only spent 0.5% of its \$24.5 million but after nine months. This suggests we are budgeting for buses that are not needed or the City is unable to actually buy the buses.

With the above areas of opportunity, it is time to hold the line on tax increases.

## **2) Optimize Service Levels and Sources**

### **1) Initiate a Service Level Review:**

We congratulate Council on initiating a third-party Service Level Review. While results will take time to be implemented this review promises to allow future tax pressures to be met with more efficient service delivery. This review should also include a review of the appropriate level of User Fees and alternatives to property tax.

### **2) Initiate a Value for Money Audit:**

Value for Money audits are an objective and systematic examination of systems and procedures that management has established to ensure:

- Financial, human and physical resources are managed with due regard to economy, efficiency and effectiveness; and
- Accountability relationships are served.

In the public sector, audits assess whether a department's vision, mission and desired outcomes of activities and programs are being achieved in a cost effective manner.

### **3) Negotiate Uploading of Transit with Province:**

Property tax and user fees alone are insufficient to resource the growing transit needs of Brampton and communities along Canada's Innovation Corridor. More innovative resourcing is required. The Brampton Board of Trade supports a vision for a super-regional transit authority that would span multiple-municipal jurisdictions, plan and oversee a system that unlocks private-sector sources to pay for new lines and superior service enhancements substantially through commercialized transit-related assets – not new taxes.

For municipalities such as Brampton, Superlinx delivers immediate financial relief; releases them from funding future projects and creates debt room for other needs (such as housing); and provides enhanced transit services and connectivity to increase the appeal of the Corridor to businesses and residents. For riders & taxpayers, Superlinx provides a unified agency to integrate and improve services; enhanced fare integrations and regional connections; a larger platform to spread innovation and smart technology; improved land use; and clear lines of accountability.

### 3) Establish an Economic Development Infrastructure Fund that Attracts More Business

Infrastructure attracts business and Brampton is at a cross-roads. Several major infrastructure projects are uncertain both in terms of cost and timing. This uncertainty limits Brampton's ability to attract new commercial and industrial enterprises. Infrastructure projects that have a big economic impact include:

- Hurontario LRT alignment (Surface or tunnel)
- Ryerson University
- Centre for Innovation
- Riverwalk
- Downtown Reimagined
- Queen Street LRT (BRT?)
- Transit Hub
- All Day Two Way GO, Go Station Parking
- Third Hospital

For many of these projects, provincial and federal funding may be available, however, Brampton will also need to contribute, yet the amounts are uncertain. Although some of these projects have funding already identified in the capital budget, we recommend the following:

1) Establish a Strategic Economic Development Infrastructure Fund:

The Board of Trade is recommending that the City establish an "Strategic Economic Development Infrastructure Fund" to fund these future projects. This fund can be initially funded from the redirection of the funds previously contributed to the Peel Memorial Hospital Reserve Fund. In addition, existing capital projects currently on hold (such as Downtown Reimagined) can be added to this reserve.

2) Establish 10 Year Capital Forecasts

Brampton currently prepares a detailed capital budget for the upcoming three years. These budgets also include the operating cost impacts of the capital projects. Many municipalities extend this to a ten-year horizon. In order to allow Council better forward looking information and allow for more informed decisions the Board of Trade is recommending that Brampton adopt a 10 year capital budget with operating cost implications.

#### In Summary

The Brampton Board of Trade believes that the Tax Increase Methodology followed by the City is fundamentally flawed. We recognize that Brampton is one of the fastest growing communities in Canada. A review of the past 6 years demonstrates that Council has traditionally approved tax increases well above current inflation to fund its needs. This must stop.

	2013	2014	2015	2016	2017	2018
Tax levy	4.9%*	2.9%*	5.8%*	4.9%*	3.3%*	3.7*

\* Plus levy for redevelopment of the Peel Memorial Hospital site, partially reduced in 2018

\*\* Current Ontario all items inflation is 1.8%, Statistics Canada, November 2018

The Board recommends that each component of the Tax Increase Methodology be revised downward or eliminated altogether. We believe it is time for taxpayers to expect a return on the efficiencies that are brought about by better management.

## 9.1-5

TAX INCREASE COMPONENTS	City of Brampton Target Forecast	Brampton Board of Trade Recommendation	Rationale for Brampton Board of Trade Recommendation
<b>Base Increase</b>	2.0%	1.8%	This increase is consistent with inflation
<b>Efficiency Adjustment</b>	No benefit	Minus (1%)	This is a reasonable benefit taxpayers' can expect by achieving efficiencies and better management
<b>Infrastructure Levy</b>	2.0%	1.0%	This is sufficient in 2019, given the City's much improved reserve position
<b>Service Enhancements</b>	??	0.0%	Any new or enhanced services should be financed by elimination of programs and services no longer required or ones that can be better delivered by organizations other than the City
<b>Total Forecast Increase (Municipal Portion)</b>	<b>4.0% Plus Service Enhancements</b>	<b>1.8%</b>	<b>This increase is consistent with inflation and is less than half the City's current forecast</b>

**Base Increase:** This amount has been over-stated in past municipal budgets. It should be equal to the current inflation rate in Ontario.

**Efficiency Adjustment:** As Council continues to identify efficiencies and reviews alternative delivery options the Board believes a portion of these tax savings should be passed on to taxpayers. To include this in the budget process an "efficiency adjustment" factor should be added. While we appreciate the efficiencies previously identified, none of the savings has resulted in tax decreases. All the efficiencies found have been used to fund new or expanded programs.

**Infrastructure Levy:** The Board accepts that more needs to be done to maintain the City's ageing infrastructure. We have reviewed the Long Term Financial Master Plan. But expenditure increases need to be constrained. Reserve levels are much improved from the past. As such we feel it is time to restrain the increases to the infrastructure levy. Please do not collect what you don't need to spend. Instead, leave that money in taxpayers' hands to stimulate the local economy and grow local businesses.

**Service Enhancements:** We believe tax increases for this component should be eliminated. New programs or services should be paid for by the elimination of existing programs or services that are no longer relevant or no longer need to be delivered by the City.



## 9.1-6

In brief, it is time for Council to show restraint and mitigate tax increases for its constituents.

Due to the need for restraint in this sluggish economy, the current low inflation environment, the City's improved financial position and the taxpayer expectation that identified efficiencies accrue to lower tax increases, **The Brampton Board of Trade recommends that for the 2019 to 2021 budget cycle, the overall increase in the City's portion of the tax levy be set at no more than 1.8%.** This increase is both reasonable and responsible for a growing community in this economic environment. The components of the increase are comprised of 1.8% for a "base adjustment", 1% for an "infrastructure levy" and a return to taxpayers in the form of a deduction of 1% for efficiencies.

Thank you for giving consideration to these recommendations as Council begins budget planning. Please feel free to contact us if we can provide any further detail.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Letts', enclosed within a rectangular box.

Todd Letts, MBA, CCE  
Chief Executive Officer

**Date:** March 14, 2019

**To:** Budget Committee

**From:** P. Fay, City Clerk

**Subject: Audit Committee Recommendations re. 2019-2021 Internal Audit Budget**

The following recommendation from the Audit Committee meeting of March 5, 2019, is provided to the Budget Committee for its consideration during the 2019-2021 budget process:

AU003-2019

1. That the presentation by F. Velji, Director and Chief Audit Executive, Office of Internal Audit, to the Audit Committee Meeting of March 5, 2019, re: Office of Internal Audit Budget be received;
2. That the 2019 Annual Budget for the Office of Internal Audit be approved as presented; and
3. That the 2020 and 2021 Annual Budget for the Office of Internal Audit be endorsed, in principle, as presented.



Peter Fay City Clerk,  
City Clerk's Office  
905.874.2172  
peter.fay@brampton.ca



# City of Brampton

## Service Delivery Review Update

February 21, 2019



## Service Delivery Review Update Introduction

KPMG was retained by the City of Brampton to complete a Services Delivery Review. Such a review is a re-evaluation of the City's operations to determine if there are more efficient, effective or economical means to delivering municipal services. While these reviews often go by many different names – including service efficient reviews, value for money audits and cost saving studies – they all share the same goal: to determine if a city is delivering its services to its customers in the best possible manner.

Most jurisdictions are pursuing transformation of their public services using traditional approaches such as rapid cost reduction or across the board cuts. KPMG and the City believe there is an opportunity to look beyond “doing a little bit less with slightly fewer staff”. Instead, looking at the need to reduce spending as an opportunity to capitalize on new technologies, governance models and financing mechanisms that can help re-shape the organization. KPMG, in partnership with the University of Toronto, developed a framework (shown adjacent) that captures new public sector delivery models. The framework was developed based on the key insights from leading practices reports and consultations with industry leaders throughout the globe.

KPMG used this framework in workshops with the City's Project Team to analyze possible opportunities for change in the City's service delivery models.

It is clear that few municipal leaders believe that the footprint of government, how government is organized or its relationship with the public will look the same ten years from now as it does today. Municipalities are having change forced upon them by fiscal challenges on the one hand and technological and social evolutions on the other. These new public service delivery models will help local governments manage this change and ensure that they are not only effective and efficient, but also sustainable into the future.



**The development of opportunities and their subsequent prioritization involved the following major work steps:**

### **1. Review of Service Profiles & Benchmarking**

The first major step in developing the list of opportunities was the review of the City's inventory of programs and services detailed in the City's Service Profiles. Through a series of meetings with City of Brampton staff, KPMG confirmed the service types and service levels for each of the City's identified services and the financial resources required to deliver them.

In parallel to the service profile analysis, KPMG undertook a jurisdictional review for the City. The jurisdictional review consisted of an analysis of financial statements, Ontario Financial Information Returns and Census data of five comparable municipalities selected by the City (Ottawa, Hamilton, Mississauga, Markham, Saskatoon and Surrey). The goal of the benchmarking was to identify areas where the City's performance indicators vary substantially from other municipalities.

### **2. Opportunity Identification**

Using this initial analysis, the second step in the Service Delivery Review was for KPMG to work with the City's project team to identify potential opportunities to improve operations through the following types of opportunities:

- Elimination or transfer services, or increased cost recovery
- Re-engineered services to increase efficiency and effectiveness
- Alternative service delivery approaches
- Changed service levels

In addition, a series of individual interviews with Members of Council is planned for March to capture the thoughts and ideas of the City's elected officials. This will ensure that all perspectives on the City's operations are captured.



### 3. Opportunities Ranking

Opportunities are being evaluated using the criteria below and then grouped into categories of Underway, Follow-up for Continuous Improvement, Follow Up for Further Study and No Action based upon the New Public Sector Delivery Model.

Assessment Criteria	Description
Operating \$ Impact	Estimated impact on operating budget
Capital \$ Impact	Estimated impact on capital requirements
Barriers To Implementation	Barriers, issues or obstacles to implementing the opportunity. <ul style="list-style-type: none"> <li>• Political</li> <li>• Legal</li> <li>• Labour and Contractual Obligations</li> <li>• Capital Costs</li> </ul>
Recent Reviews	Recent reviews or studies conducted that provide insights on the opportunity.
Comparator Analysis	An assessment of service performance against comparable competitors, industry standards or leading practices.
Strategic Program Alignment	The opportunity aligns with the objectives and values of the Town, the service, the Official Plan and/or Council priorities.
Client/ Customer Impact	The impact of the opportunity on the number of clients, customers and/or people and the extent of the impact.



# Summary of Interim Findings

Based on the documentation review, the City of Brampton is a well managed organization with strong financial practices. The City has a strong reserve position relative to its peers and it has continued to invest in itself so that it is prepared for future opportunity. Similarly, the City has a minimal amount of debt which provides it with increased flexibility to manage the capital demands related to growth. The City also is a leader in several areas of service delivery, such as Public Transit, Fire Services and Vision 2040.

Nonetheless, it is necessary to indicate that there is minimal low hanging fruit to offer Council as easy wins for cost savings or improved service delivery. For the most part, the low hanging fruit has been either picked through over the past several years or is currently being harvested. The majority of opportunities are transformational and will require some tougher decisions on the part of Council and the City's Senior Leadership Team. The City has leveraged the New Public Sector Delivery Model framework as a component of its draft 2019 budget development. The next phase of the Service Review project will involve deeper dives into selected opportunities to more fully understand the potential and risk. The opportunities will form part of KPMG's final report in May. This analysis will inform and support the budget for 2020.

Council should be aware, however, that despite all the good work of Council and its leadership team, the Regional Government Review being conducted by the Province of Ontario could impact the Service Review and associated Operational Reviews. Because the Regional Government Review will affect the existence and role of municipal government in Peel Region, the impact could range from some opportunities being no longer feasible to some opportunities being expanded in scale and scope.





[kpmg.ca](https://kpmg.ca)



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## Changes to the Agenda

### Budget Committee – March 19, 20, 25 and 26 2019

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1. The following item was listed on the agenda to be distributed prior to the meeting:
  - 4.1. Presentation by J. Pittari, Acting Chief Administrative Officer, and D. Sutton, Treasurer, Corporate Services, re: **2019-2021 Operating and Capital Budgets**.
2. **Re. Item 4.1 – Replacement pages for Engagement – Details of Community Input**
  - Pages 4.1-31 and 4.1-45 are being replaced, as some comments were inadvertently cut off
3. **Re. Item 5.2 – Use of Biodiesel Blend in City's Diesel Fuel Contracts.**

Remarks and supporting material from the delegation, Aaron Freeman, Principal, Pivot Strategic Consulting Inc.
4. The following items were received by the Clerk's Office after the agenda was published and relate to **Item 4.1 (2019-2021 Operating and Capital Budgets)** on the agenda:
  - 9.4. Correspondence from Chris Bejnar, Co-Chair, Citizens for a Better Brampton (CFBB), dated March 18, 2019
  - 9.5. Correspondence from George Startup, resident of Brampton, dated December 10, 2018

# 2019 – 2021 Operating and Capital Budgets

Presented to Budget Committee  
March 2019



# Our City



**NINTH LARGEST**  
City in Canada

9

**FOURTH LARGEST**  
City in Ontario

4

**642,000**  
Total Population



**113,385**  
Residents with a  
University Degree



**\$508,000**  
Average Assessed  
House Value (MPAC)

**Brampton**

# Brampton's Economic Advantage



**2<sup>ND</sup> FASTEST GROWING  
CITY IN CANADA**  
Approx.14,000  
new residents per year



**CENTRALLY LOCATED**  
in the middle of Canada's  
Super Innovation Corridor

The largest supply of  
vacant land adjacent  
to Toronto Pearson  
International Airport



**HOME TO CN**  
The largest  
Intermodal Railway  
terminal in Canada

**LOWEST AVERAGE  
AGE IN CANADA**



**36.5**

**YOUNG, MULTICULTURAL  
WORKFORCE**  
234 different cultures,  
speaking 115 languages



Credit Rating (Standard & Poor's)

**RANKED TOP 10 OVERALL MID-SIZED  
CITY TOP 10 BEST BUSINESS  
FRIENDLINESS & CONNECTIVITY**  
FDI Magazine





# Budget Focus

The 2019 – 2021 Budget is focused on **creating opportunities** that boost economic prospects now and into the future; providing superior programs and services that contribute to **quality of life**; and ensuring that Brampton continues to be a **well-run City**, with lean and efficient operations delivering the best for its community.



# Creating Opportunities

- Marketing & Foreign Direct Investment Strategy
- 2040 Vision provides businesses with visibility of the City's long-term objectives
- Community Improvement Plan
- Environmental Assessment and Urban Design Master Plan of Riverwalk
- Centre for Innovation and Connected Learning
- Post Secondary Partnerships



### ***Cybersecure Catalyst***

Training and certification,  
research and development, and  
commercial innovation



### ***Pilot Incubation/Innovation Space***

Support entrepreneurship and  
innovation, led by Ryerson  
University



### ***Chang School of Continuing Education***

Computer Network Security and  
Security Architecture and Design

# What We are **Moving Forward With**

We are thinking  
bigger...working in  
collaboration with **Ryerson**  
and **Sheridan** to bring in a  
significant educational and  
innovation opportunity that  
will **transform downtown  
Brampton**

# Quality of Life



- Expanded and improved Transit to relieve some of the pressures of unprecedented ridership growth
- New Fire Station in Northwest Brampton
- Converting Riverstone Golf Club into an updated 34,000 square-foot Community Centre
- Revitalizing existing recreation facilities
- New cricket field
- Playground repairs and replacement
- Active Transportation Infrastructure Improvements
- Revitalizing Lester B. Pearson Theatre
- Brampton Library On the Go van for underserved neighborhoods
- Support and recognition of cultural and heritage celebrations



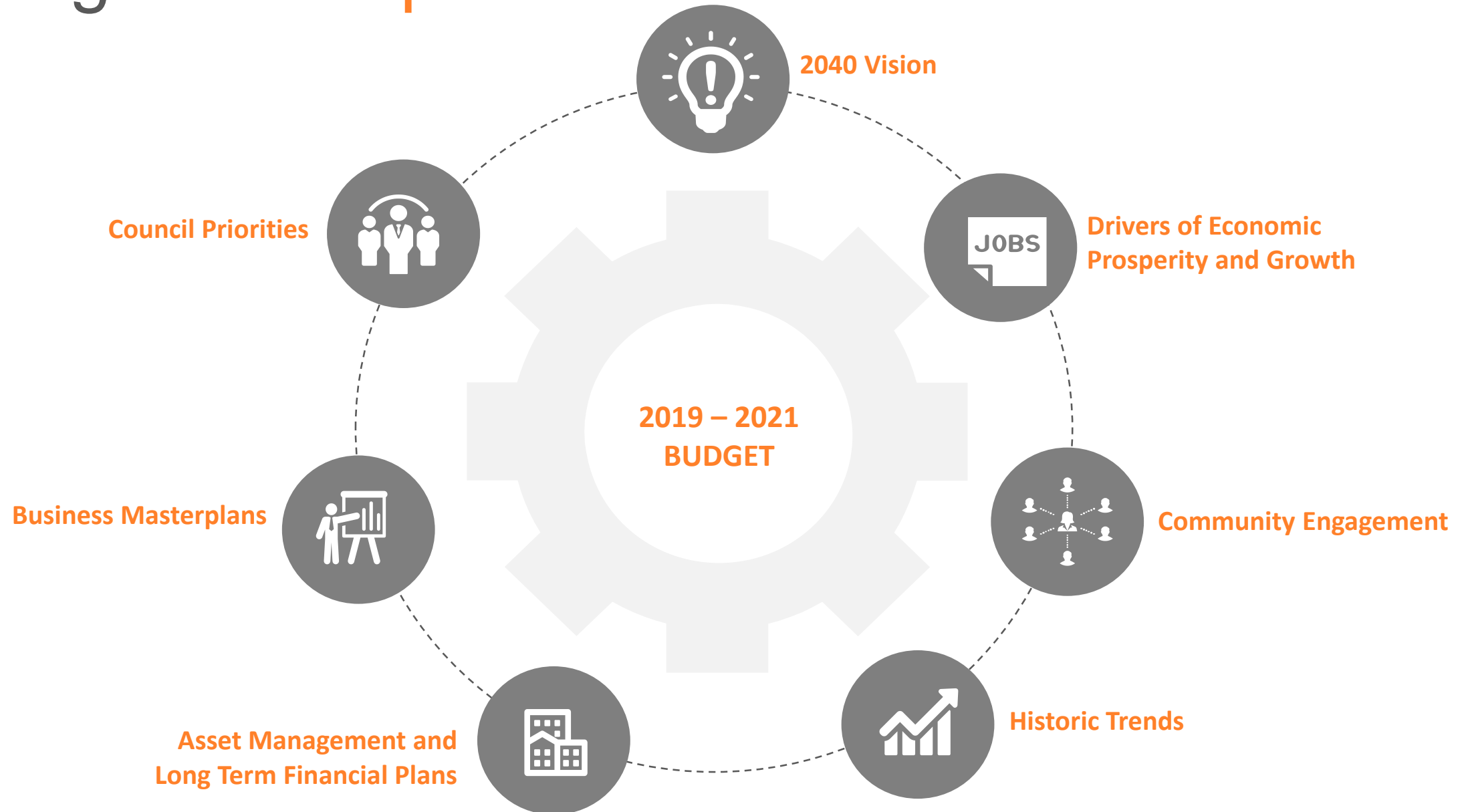
# Well-run City

- Extraordinary revenue growth and restructuring efficiencies
- Committed to the annual 2% Infrastructure Levy
- Introducing a New 1% Transit Levy
- **Property tax increase of 0.3% on the City's portion is the lowest in almost 20 years**
- **Combined (City, Region, School Boards) property tax increase on taxpayers bills will be 1.4%**

# 2019 -2021 Budget Overview

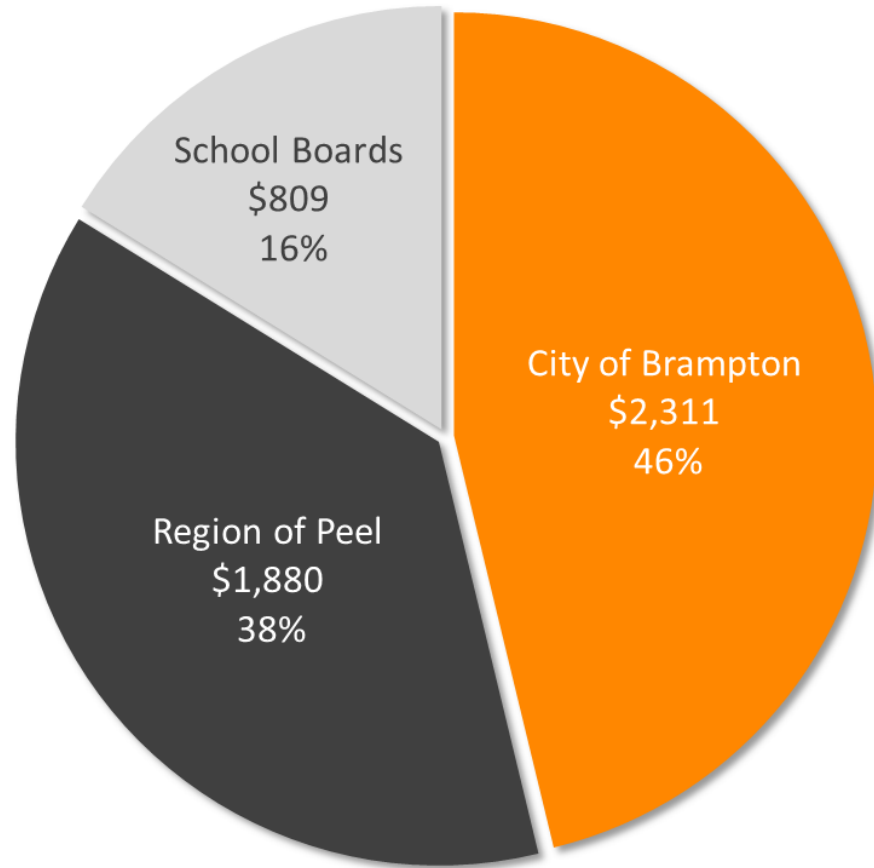


# Budget Development





# Municipal Property Tax Bill



*\*Based on 2019 Average Home Assessment of \$508,000  
Overall Total Increase = \$14 per \$100,000 assessed value*

## Typical Residential Tax Bills (2019)

Average Residential (\$508,000) \$5,000

Single Family Detached (\$584,000) \$5,748

Semi Detached (\$423,000) \$4,163

Freehold Townhouse (\$410,000) \$4,035

Condominium (\$264,000) \$2,598

	PROPOSED		DRAFT			
	2019		2020		2021	
Total Tax Bill Impact (Weighted)	%	\$	%	\$	%	\$
City of Brampton	0.3%	\$17	2.3%	\$122	2.1%	\$117
Region of Peel	1.1%	\$53	1.7%	\$90	1.4%	\$80
Education	0.0%	-	0.0%	-	0.0%	-
<b>Residential Tax Bill Increase</b>	<b>1.4%</b>	<b>\$70</b>	<b>4.0%</b>	<b>\$212</b>	<b>3.5%</b>	<b>\$197</b>

# 2019 Budget **Operating and Capital**

**Operating Budget = \$713 M**



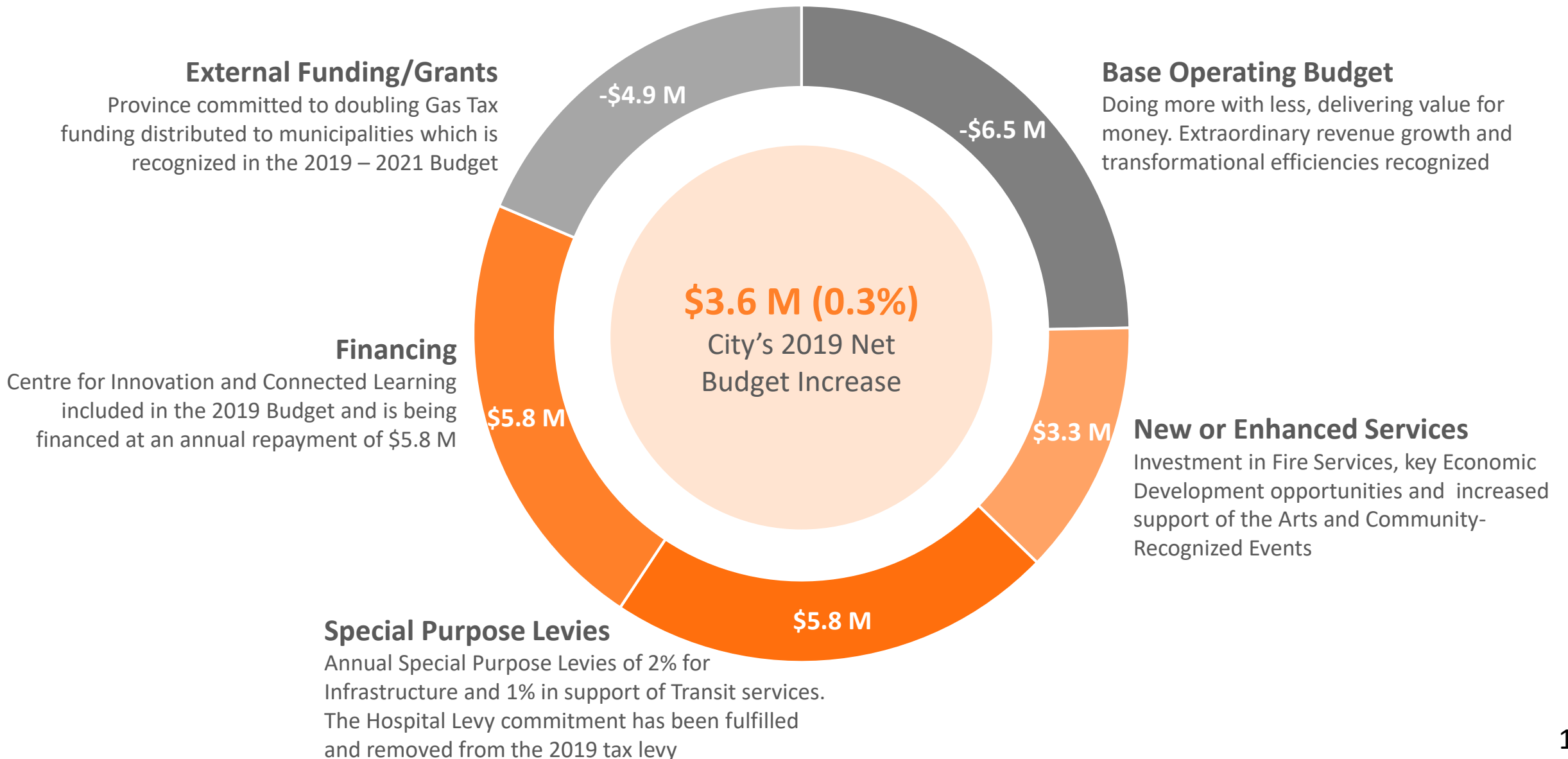
Staff salaries, maintenance  
contracts, office expenses

**Capital Budget = \$384 M**



Purchase, repair and major replacement  
of assets (roads, buildings, etc.)

# Value for Citizens



# Operating Overview

Category	Budget Variances (\$000s)		
	2019	2020	2021
Base Operating & Growth	(6,455)	9,311	9,729
New or Enhanced Services	3,310	539	1,989
Financing	5,780	3,000	2,027
External Funding / Grants	(4,865)	(3,353)	(5,800)
Special Purpose Levies	5,821	14,717	15,732
<b>Property Tax Levy Increase</b>	<b>\$3,590</b>	<b>\$24,214</b>	<b>\$23,677</b>

# 2019 Base Operating & Growth Highlights

## \$(6.5) M Reduction in Base Operating Expenditures

Base Operating Growth offset by operational efficiencies and extraordinary revenue growth

	<u>\$ M</u>		<u>\$ M</u>
Transit Service Increase	9.0	Assessment Growth	(12.8)
Compensation Adjustments	8.8	Transit Fare & Ridership Revenue	(4.8)
Staff Requests	4.2	Operating Efficiencies	(4.7)
Operating Adjustments	2.7	Courthouse Revenues	(2.8)
2018 Compression Impact	2.4	Supplemental Taxes	(2.7)
Riverstone Community Centre	1.5	Internal Loans Maturing	(2.2)
		Insurance Adjustments	(2.1)
		User Fees	(1.7)
		Rideshare Revenues	(1.3)

\$28.6

\$(35.1)

# 2019 New and Enhanced Services

## Economic Development & Culture Enhancements \$1.3 M

- New Pilot Incubator
- Arts Council Support
- Community Recognition Events
- Community Improvement Plan Fund

## Fire Service Enhancements of \$2.0 M

- 21 New Firefighters enhancing service response times
- Wellness and Inclusion Initiatives
- Community Safety Advisor





# Centre for Innovation and Connected Learning

External Tax Supported Debt of \$80 M  
resulting in annual repayments of \$5.8 M  
on a 30 year term  
(\$20 M approved in 2018 Budget)

An anchor for **local innovation** and  
**global competitiveness**

Foster creativity, collaboration and  
**entrepreneurial initiatives**

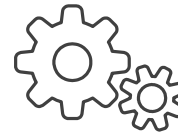
Attract diverse **knowledge** between  
academia, businesses and community

Strengthen regional innovation corridor



## NEW CITY LIBRARY

- Inspire connections
- Re-invent collaborative spaces



## INNOVATION HUB

- Venture incubation
- Innovation support
- Research partnerships
- Talent & skills development



## CYBERSECURE

- Education and Training
- Experiential Learning
- Research and Development
- Innovation start-ups
- Public Awareness

# Cost of Maintaining Assets

**\$5.8 B**

Asset Replacement Value

Infrastructure Levy Contribution

**\$63 M**

2% Infrastructure Levy critical to close the infrastructure gap

Depreciation of Assets

**\$136 M**

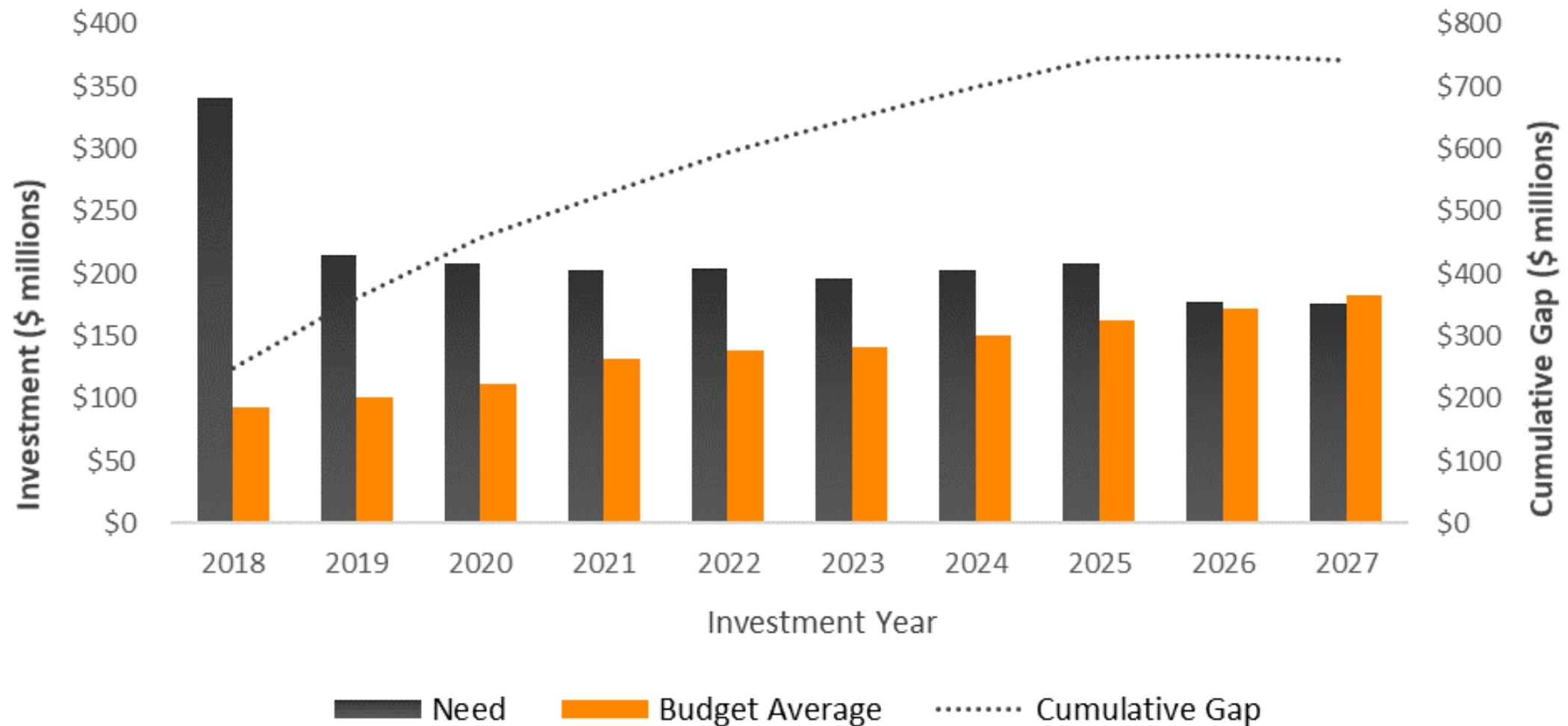
Aging infrastructure – based on historical cost of existing infrastructure

Average Annual Asset Replacement Need

**\$213 M**

Replacement need of assets in today's dollars

# Infrastructure Gap



# Transit Growth Management

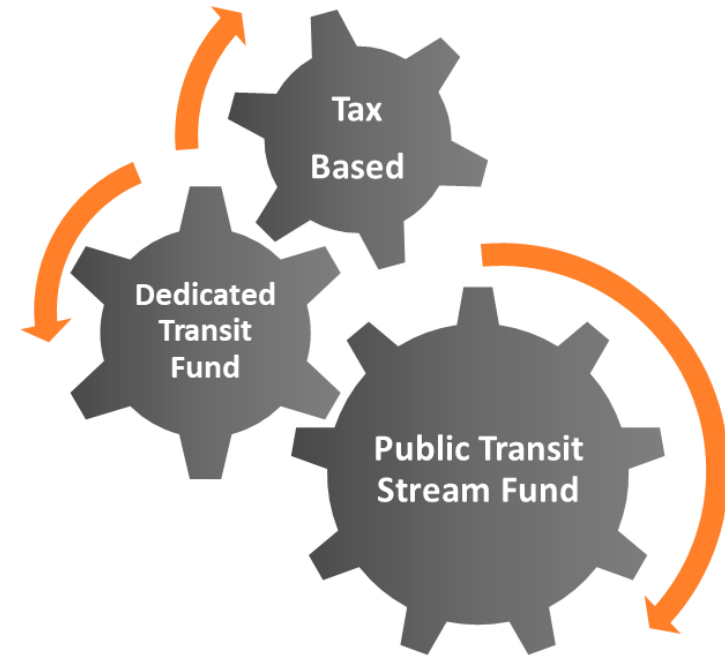
- Brampton's public transit is one of the fastest growing in Canada
- Ridership grew by 18% in 2017 and 14% in 2018. (Higher than national average of 1.5%)
- Development Charge funding has been exhausted by Transit Capital Growth
- Tax based capital funding is needed for repair and replacement to maintain existing assets
- The City of Brampton has proposed the introduction of an annual **1% Transit Levy** starting with the 2019-2021 Budget (subject to annual review)
- Provide a dedicated, stable source of funding for future Transit needs

Budget Year (\$ millions)	2019	2020	2021
2019 Proposed Transit Levy (1%)	4.8	4.8	4.8
2020 Proposed Transit Levy (1%)		4.9	4.9
2021 Proposed Transit Levy (1%)			5.2
<b>Transit Levy Contribution</b>	<b>\$ 4.8</b>	<b>\$ 9.7</b>	<b>\$ 14.9</b>



# Transit Growth Management

- Prudent growth and maintenance of Brampton's transportation network to facilitate effective movement of goods and people
- The 2019 to 2021 Transit Capital Budget assumes that Brampton will receive it's share of the **Public Transit Stream Funding** signed by the Federal Government and Province of Ontario in March 2018
- Over the next three years the City is depending on this external funding to support **71%** of Transit's capital program



	\$ M			
Transit Funding Sources *	2019	2020	2021	Total
Federal Subsidy	25.4	83.6	26.4	135.4
Provincial Subsidy	20.8	69.0	21.1	110.9
Tax Base Capital Contribution	4.7	1.6	1.1	7.4
Federal Gas Tax	2.7	7.3	0.0	10.0
Dedicated Transit Fund	4.8	9.7	14.9	29.4
External Tax Supported Debt	16.0	36.0	0.0	52.0
<b>Total</b>	<b>\$ 74.3</b>	<b>\$ 207.2</b>	<b>\$ 63.6</b>	<b>\$ 345.0</b>

*\*Chart includes projects within Community Services for land acquisition, design and construction of the new Transit Facility*

# Capital Budget by Department

Department	Budget (\$000s)			
	2019	2020	2021	TOTAL
Community Services*	178,593	199,947	111,480	490,020
Public Works & Engineering	127,178	140,568	162,023	429,769
Transit	47,299	72,184	63,558	183,041
Corporate Services	18,495	13,087	11,263	42,845
Fire & Emergency Services	7,895	2,021	4,686	14,602
Planning & Development Services	1,800	862	1,512	4,174
Other	2,571	2,854	2,576	8,001
<b>Total</b>	<b>\$ 383,831</b>	<b>\$ 431,523</b>	<b>\$ 357,098</b>	<b>\$1,172,452</b>

*\*Construction for the Centre for Innovation and Connected Learning and Transit Facility is included in Community Services Capital Budget*

# 2019 Capital Budget by Funding Source

Funding Source	2019 Budget	
	(\$000s)	%
Development Charge Reserve Funds	108,698	28.3%
Debt - Tax Supported	96,000	25.0%
Tax Base Capital Contribution	85,394	22.2%
Federal / Provincial Grants	46,173	12.0%
Federal Gas Tax	30,617	8.0%
Other Funding i.e. Legacy, CIL Parkland, Other Reserves	6,380	1.7%
10% Non-Development Charge Requirement	4,796	1.2%
Dedicated Transit Fund	4,773	1.2%
External Recoveries e.g. Region of Peel, Developers	1,000	0.3%
<b>Total</b>	<b>\$ 383,831</b>	<b>100.0%</b>



# Infrastructure Repair & Replacement

- 2019 capital program includes \$115 M in repair and replacement projects
- Existing infrastructure backlog of \$246 M, projected to grow to \$743 M by 2027\*
- City advises a proactive approach to maintaining assets to avoid crisis' endangering safety and expensive reactive solutions

*\*as stated in State of Local Infrastructure Report 2018*



*Mount Pleasant Bridge Underpass,  
Brampton*



*Gardiner Expressway aged infrastructure*



*Coronation Circle, Brampton*



*Water main break leads to Gerrard sinkholes*

# 15 Highest Valued Projects of 2019

Project Description	\$ M
	2019 BUDGET
Centre for Innovation and Connected Learning - Construction	80.0
Cottrelle Blvd	31.5
Chris Gibson Recreation Centre - Construction	18.0
New Transit Facility - Design	15.0
Low-Floor Bus Purchases (60' Articulated)	14.6
Road Resurfacing Program - PRE APPROVED	14.0
Land Acquisition for New Transit Facility	12.0
Fare Collection Equipment	10.0
McLaughlin Road Widening	9.3
Balmoral Recreation Centre - Construction	9.0
Land Acquisitions	8.0
Low-Floor Bus Purchases (40' Conventional)	7.1
Loafer's Lake Recreation Centre - Change Room Facility and Renovations	6.0
Design & Construction - Outdoor Facilities Phase 1 - Gore Meadows	5.5
Fire Station 214 - Construction	5.4
<b>Top 15 Highest Valued Projects</b>	<b>245.3</b>

**\$245 M (64%)  
of \$384 M  
2019 Capital  
Program**

# 15 Highest Valued Projects of 2020

Project Description	\$ M
	2020 BUDGET
New Transit Facility - Construction	135.0
Williams Parkway Widening	58.0
Low-Floor Bus Purchases (60' Articulated)	36.7
Howden Recreation Centre - Construction	22.0
Low-Floor Bus Purchases (40' Conventional)	21.6
Chinguacousy Road Widening	9.3
Land Acquisitions	8.0
Embelton Recreation Centre - Design	8.0
Road Resurfacing Program	7.3
Williams Parkway Works Yard Phase 3 - Construction	6.9
Fire Station 201 - Construction	6.4
Low-Floor Bus Purchases (40' Conventional Replacements)	5.5
Design & Construction - Outdoor Facilities Phase 2 - Gore Meadows	5.5
Bus Refurbishment (Body/Major)	4.5
Land Acquisition for Fire Station 216	4.2
<b>Top 15 Highest Valued Projects</b>	<b>338.8</b>

**\$339 M (79%)  
of \$431 M  
2020 Capital  
Program**

# 15 Highest Valued Projects of 2021

Project Description	\$ M
	2021 BUDGET
Embelton Recreation Centre - Construction	62.0
Torbram Road Widening	40.0
Low-Floor Bus Purchases (60' Articulated)	24.1
Goreway Drive Widening	23.0
Low-Floor Bus Purchases (40' Conventional Replacements)	17.3
Road Resurfacing Program	15.0
Environmental Assessment	11.0
Low-Floor Bus Purchases (40' Conventional)	10.6
Intermodal Drive Widening	8.0
Land Acquisitions	8.0
Bus Refurbishment (Body/Major)	6.5
Project Design - Various Locations	5.0
Miscellaneous Roads and Pedestrians Bridge Repairs	5.0
Construction - Outdoor Facilities Phase 2 - Gore Meadows	5.0
Replacement of Vehicles and Equipment	4.5
<b>Top 15 Highest Valued Projects</b>	<b>245.0</b>

**\$245 M (67%)  
of \$357 M  
2021 Capital  
Program**

# 2019 Property Tax Impact

## City of Brampton

Net Budget Increase = 0.8%



Tax Bill Impact = 0.3%



**\$17**  
on average home

## Region of Peel

Net Budget Increase = 2.9%



Tax Bill Impact = 1.1%



**\$53**  
on average home

## School Boards

Net Budget Increase = 0.0%



Tax Bill Impact = 0.0%



**\$0**  
on average home

**Overall Property Tax**



**Tax Bill Impact  
1.4%**



**\$70**  
on average home

*\*Based on 2019 Average Home Assessment of \$508,000*

# 2019 Property Tax Impact



Brampton Taxes  
2 Wellington Street West  
Brampton ON L6Y 4R2  
www.brampton.ca  
Tel.: 905-874-2200  
Fax: 905-874-2296

John Doe  
1200 Anywhere Street  
Brampton

Final

Billing Date: 0000-00-00  
Customer No: 00000000

Tax Roll No: 00-00-0-000-00000-0000  
Location: 1200 Anywhere Street  
Legal Dscr: PL F00 LT000  
Agent: Agent No:  
Mortgage No:

Assessment		City Levy		Region Levy		Education Levy	
Tax Class	Assessment	Rate (%)	Amount	Rate (%)	Amount	Rate (%)	Amount
RT	508,000	0.4854085	2,311.30	0.3949364	1,880.00	% 0.1700000	809.00
<b>Total</b>	<b>\$508,000</b>	<b>City</b>	<b>\$2,311.30</b>	<b>Region</b>	<b>\$1,880.00</b>	<b>Education</b>	<b>\$809.00</b>

**Account Summary** (As of June 02, 2019)

Future Due	2,539.26
<b>Account Balance</b>	<b>2,539.26</b>

Accounts with insufficient funds will be charged a fee.  
Penalty / Interest is applied to overdue taxes at a rate of 1.25% on the day after the due date and on the first day of each month until paid.

Consider one of our convenient Pre-Authorized Payment plans with several withdrawal options available. Please contact our office for further information.

*\*for illustrative purposes only*

Summary	Amount
Final Levies	\$5,000.00
Final Taxes	\$5,000.00
Less Interim Billing	2,460.74
<b>Total Amount Due</b>	<b>\$2,539.26</b>
<b>Instalment Due Dates</b>	
First Installment	848.11
Second Installment	845.57
Third Installment	845.57

**1.4%**  
**Overall Tax Impact**  
City, Region  
School Boards

# 4.1-31

General	TTH1 voicemail	Thank you so much for the opportunity Mayor Brown. My name is (redacted)
General	TTH1 question	Nobody pays attention to people in my area.
General	TTH1 question	Were are we regarding the investing for the future?
General	TTH1 question	What is Mayor's stance on veterans? PM has shown lack of support what will mayor's position be. Does he support legions?
General	TTH1 question	Why are the Syrian refugees being given affordable living instead of the current Canadian born citizens?
General	email	<p>Hello, Mr. Brown. I was listening to your Live Event relating to the 2019 Budget. The people of Brampton have brought out some rather good questions and pointers.</p> <p>For starters I wish to express my greatest concern with the By-Law. In all due honesty City of Brampton By-Law is a "one big Joke". I live on a street with a house that is rented out and as mentioned by previous Brampton residence some individuals don't care about parking especially relating to Rental properties.</p> <p>I called the By-Law a number of time, the results were how should I put it. Non-Existing, the By-Law never came by and even the Supervisor never returned my calls. This is absurd. And this isn't a remote case, I made numerous attempts in having the city to take some sort of parking action which never happened.</p> <p>Secondly, seeing how the talks also brushed onto the Property Tax, Brampton Property Tax is a pretty high one, and with all honesty isn't justified. I was passing down Mississauga today, and frankly the City of Mississauga is doing substantial work into repairing Fences and what not. Meanwhile in Brampton the City has yet to repair the fences from the previous Summer Wind Storm that hit us, this is utterly unacceptable.</p> <p>With that said what resolution will be taken regarding the By-Law utter and complete incompetence, this view is shared by not only me but by many more. Feel free to Google "City of Brampton Parking Bylaw" and go into the Review section.</p> <p>Secondly what actions will be taken in relation to increasing Property Tax which is higher then Mississauga, and what actions will be taken related to Photo Radars which have been called a "Municipal Money Grab attempt" by many, and I do agree with that view.</p> <p>More good would come with having police actually sit around and issue on-spot tickets vs a sketchy technology which has some rather negative reputation floating around. This Saves city money in deploying the system, plus it generates revenue via tickets, and maybe the police can actually do there jobs instead of ... (cont'd below)</p> <p>... (cont'd from above)</p> <p>A) Sitting around in Tim Hortons parking lot</p> <p>B) Sitting around at a School/Park Parking lot</p> <p>Yet when you actually call them trying to report a dangerous driver doing well over 100 in a 60 zone, or when you actually try and report property damage and theft by some punks who went on a midnight street run to steel items from individuals vehicles and too damage other vehicles the Police seem to be very busy, not have time or take a whole whooping day to come out, and even then don't really do anything. Thank you</p>



# 4.1-45

Taxes	TTH1 voicemail	<p>Hi, my name is (redacted) and a longtime resident of Brampton. We moved here in 1970, and my dilemma is with the increasing in property taxes for longstanding, where you're wondering why people are moving out is, well, there's numerous factors. I have my dad right now, he's going to be turning 90, and he actually purchased his home in 1970, and last year the taxes went up \$1200 for the year. So last semester, last 6 months, it went up \$600, so this year it went up \$1200. I think that's outrageous. I really think you have to give some due to the people that built this city and still reside in it, and what is happening is I think our society's going too much on the homeless and dumping tons of tax dollars into ruining the city by putting in the low housing next to people who have nice homes and have worked all their lives to pay for their homes, and now you're making it impossible to maintain their home because the taxes keep going up, so you're not solving anything. Why are these people homeless? That needs to be resolved. You know, my parents came after the war like so many Canadians, with nothing, with no language skills, they had tradesmith skills, they had work ethic, and that got them through. So all of this hand out, and you know, we feel sorry for these people yes we do, and we can help, but it just needs to be exasperated when people, you know, think that they can just continue a lifestyle without responsibility that is dependent on government, whether it's local or federal. Needs to be found out why they are homeless, are they drug addicts? Is there mental issues? And that's the resources you need to be investing in and get those people there. We can't just keep putting up places. You want a beautiful city? You know, it's just going to increase crime, it's going to bring down the property values and it's not solving anything. And Toronto has gone that way, and now Brampton is getting to be that way. Plus the taxes are way higher than Toronto. And you know, the gentleman who's on there with the 4 cars in a semi? Well you have multi families living in these houses that really are meant for single family dwelling... (cont'd below)</p> <p>(cont'd from above) ... So if they have 2 and 3 generations living in a semi, these are the issues that need to be found out by Council and by Bylaw and property standards etc. Now I have taken it upon myself, and I had to go through your Chief Operating Officer's secretary to get resolution, so no, your departments are not responsible because I've been down that road and I actually had to take the City to the Ontario Municipal Board a few years ago. So. Politics, gain, abuse of power and that was when our (inaudible) female Mayor was in town. You sound great. I welcome you and congratulate you on winning, and I hope there's something you can do for seniors. And my number is (redacted)</p>
Taxes	TTH1 voicemail	<p>Hi my name's (redacted). I just had a concern about property taxes. I've noticed that quite a few of my neighbors in similar houses – it's a new development, new build – when you go online to see the assessments the assessments are valued at the exact same prices, so I want to know why one person would be paying higher taxes, substantially higher taxes, than another member of the community. So I just wanna know that if you can get back to me. My phone number's (redacted)</p>
Taxes	TTH1 voicemail	<p>My name is (redacted). This town hall meeting on phone is wonderful, to keep us informed. Really appreciate it. What I want to say in particular informed please keep the taxes going up at least at inflation rate so that services keep on being as good as they are. When I compare to my friends in Toronto they pay taxes but they hardly get anything in return. Their taxes are not high but they don't get many services. As a citizen I would rather see my money serving me. I applaud you for what you are doing.</p>
Taxes	TTH1 voicemail	<p>(redacted). I am concerned about all the unregistered basement apartments. The people that own the house get extra revenues and they are not paying taxes on it. Thank you.</p>
Taxes	TTH1 question	<p>Are the property taxes going to go down anytime to make them more affordable?</p>
Taxes	TTH1 question	<p>Congratulating mayor- once the development of the city is done why isn't property tax more controlled since infrastructure already built</p>
Taxes	TTH1 question	<p>How come I'm paying 12 000 in taxes for 2800 square feet and people with a bigger house pay the same thing?</p>
Taxes	TTH1 question	<p>I live in an apartment and the taxes are too high what can we done?</p>
Taxes	TTH1 question	<p>Is the senior tax credit going to be added back into action going forward?</p>
Taxes	TTH1 question	<p>Is there anything that mayor brown can do about reducing the land tax for the golf club house?</p>
Taxes	TTH1 question	<p>Too much property tax here compared to Mississauga other munis</p>
Taxes	TTH1 question	<p>Why are the property taxes too high and why is the snow never removed?</p>
Taxes	TTH1 question	<p>Why are you raising property taxes? Why aren't the streets being cleaned?</p>
Taxes	TTH1 question	<p>Why is the hydro and property tax bill so high above the surrounding area?</p>

## 5.2



**PivotStrategic**

### **Remarks to City of Brampton Budget Committee**

Aaron Freeman, Pivot Strategic Consulting

March 20, 2019

#### **General Notes on Biodiesel**

- Thank you Chair and members of the Committee.
- My name is Aaron Freeman, and my company, Pivot Strategic Consulting, works with a range of associations and companies in the environmental technology field. One such company is Canada Clean Fuels, which I have the pleasure of representing here today. Canada Clean Fuels is a full-service trucking fuel distribution company based in Toronto, and Canada's leading distributor of biodiesel.
- Biodiesel is a fuel processed from biological matter and blended with diesel for use in diesel engines.
- It achieves a 92% greenhouse gas reduction over diesel, with significant reductions in other air pollutants, particularly smog pollutants.
- Biodiesel is widely used in municipal and corporate fleets. Examples of local municipalities using this fuel include York Region, Guelph, Kingston, Waterloo and Ottawa, and well-known corporate fleets that include Loblaws, Labatt's and Robert Transport. The State of Minnesota mandates the use of B20 (20% biodiesel mixed with 80% regular diesel) for all diesel fuel sold in the state, a steadily increasing mandate that has been in place since 2005.
- I've tabled with my remarks a study by Transport Canada, which notes that biodiesel use in municipal fleets goes back to 2002, with Brampton being the first Canadian municipality to use it in their fleet. Biodiesel-fueled vehicles deliver similar torque, horsepower and kilometres per litre as conventionally powered diesel vehicles.
- I've also included a list of testimonials, including from Brampton, on the high rates of success that municipal and corporate fleets have had using biodiesel.

#### **Our proposal for you to consider is to switch Brampton's fleet back to biodiesel.**

- In 2017, Brampton decided to move away from procuring diesel fuel directly from suppliers, opting instead to pool its diesel purchase with Metrolinx. However, as an indirect consequence of this switch, this ended the City's record of leadership in using biodiesel to reduce air pollution produced by City busses and trucks, as Metrolinx does not use biodiesel.
- This move also shifted the City away from its own Environmental Master Plan, Brampton Grow Green, which boasted about the City's leadership on biodiesel

and recommended “Comple[ing] the City’s Green Fleet Plan, i.e. continue right-sizing vehicles and ‘greening’ the municipal fleet with biodiesel and hybrid vehicles.”

- The Brampton 2040 Vision Plan, released last year, calls for the City to “lead in environmental sustainability and carbon neutrality through green infrastructure and operations.”
- Having the City do its own fuel procurement, and specifying a B20 blend of biodiesel for its fleet, would be a highly cost-effective step in achieving the City’s objectives.
- I would point out that, by giving up on a competitive bid process and pooling with a Metrolinx contract that had a locked-in price that was more than two years old, the City lost out on changes in the market that would have resulted in much a lower price for diesel.
- Returning to a Brampton-run fuel contract would involve an increase in the workload of city staff, as they would have to run a standard procurement process instead of having Metrolinx run it. However, with current market conditions offering biodiesel prices comparable to regular diesel, Brampton residents can reap the benefits of cleaner air and significant pollution reductions, at little or no cost, and potentially with savings.
- The City has budgeted for an increase in diesel fuel costs to account for the relatively high volatility of diesel fuel prices. Because biodiesel relies on a wide range of feedstocks, the price is more stable, which reduces volatility and can reduce what the City will pay for a fixed-price contract. Consider too that the federal carbon will raise the cost of diesel, while biodiesel is exempt from the tax.
- Unlike imported fossil fuels, a portion of biodiesel also uses feedstock within the region, including agricultural crops, and yellow grease from food establishments.
- Among cleaner fuel alternatives, biodiesel also offers a unique set of advantages, including immediate air pollution reductions, without any need for new infrastructure investments, either at the fueling facility or in the vehicle.
- Our region provides a competitive fuel market, with many well-established biodiesel fuel suppliers. In a recent RFP to supply biodiesel to the City of Waterloo, for example, eight qualified bidders competed for the contract. Compare this with two competitors in the last Toronto RFP for regular diesel.
- Before concluding, I’d like to go over how two issues around biodiesel are dealt with in the jurisdictions that use this fuel.
  1. biodiesel has a lower gel point that affects performance in extremely cold weather. This is easily dealt with by using a lower blend during colder months, as is done in biodiesel jurisdictions with colder winters than ours, such as Minnesota.
  2. The second issue is with regard to filter changes. Because biodiesel cleans the engine as it is used, it removes dirt and dust that has accumulated from the diesel that was used in the vehicle prior to the

introduction of biodiesel. As a result, at least initially in older vehicles, the filters need to be changed a bit more often. Suppliers ensure that their customers are aware of this and change their protocols with regard to filter changes, at nominal cost to the City.

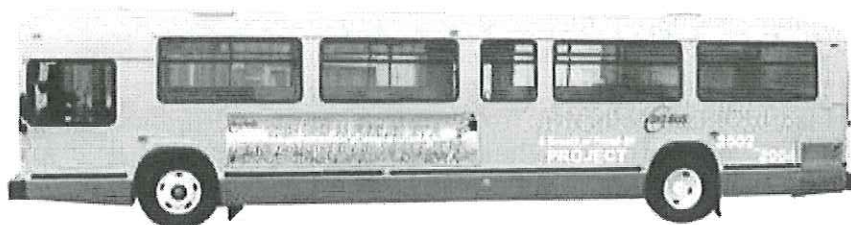
## **Conclusion**

- Biodiesel offers the City a cost-effective way to achieve lower air pollution emissions, on a very cost-effective basis.
- Thank you very much for the opportunity to present before you today.



<http://data.tc.gc.ca/archive/eng/programs/environment-utsp-biodieselintransitandmunicipalfleets-1067.htm>

## Biodiesel in Transit and Municipal Fleets



### Halifax, Brampton, Saskatoon

#### Summary

#### Organization

Halifax Regional Municipality, City of Brampton, City of Saskatoon

#### Status

Initiated 2002 Brampton, 2002 Saskatoon, 2004 Halifax All projects still ongoing

#### Overview

Biodiesel is an alternative to diesel fuel made from vegetable oils, waste cooking oil, animal and fish fats or tall oil (a waste product from pulp and paper processing). Compared to conventional diesel, biodiesel combusts better and produces fewer GHGs and particulate emissions. From a performance perspective, biodiesel engines deliver similar torque, horsepower and kilometres per litre as petroleum-powered diesels.

Biodiesel is being tested and used by a number of Canadian municipalities in their transit and fleet operations, including Brampton, Saskatoon, Halifax, Montreal, Vancouver and Toronto. Globally, over 100 cities have run biodiesel demonstration projects involving more than 1,000 vehicles.

#### Contact

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Halifax: Paul Beauchamp

General Manager, Fleet Services

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#### Resources

- Canadian Renewable Fuels Association: [www.greenfuels.org](http://www.greenfuels.org)
- Biodiesel Canada: [www.biodiesel-canada.org](http://www.biodiesel-canada.org)
- Brampton: [www.city.brampton.on.ca](http://www.city.brampton.on.ca)
- Saskatoon:

[http://www.saskatoon.ca/DEPARTMENTS/Utility%20Services/Saskatoon%](http://www.saskatoon.ca/DEPARTMENTS/Utility%20Services/Saskatoon%20Transit)

## Community context

Biodiesel is a clean burning alternative fuel produced from domestic, renewable resources, principally vegetable oils and waste oil products. As an alternative fuel, it is often considered one of two main types of biofuels, the other being ethanol. While ethanol is produced primarily from grains such as corn, biodiesel is made primarily from oilseeds, such as soybeans and canola. Biodiesel can also be made from animal and fish fats, waste vegetable cooking oil and tall oil, a waste product from pulp and paper processing. In the Maritimes, biodiesel has been made from fish oil from fish plants and from waste cooking oil from french fry plants in New Brunswick. While ethanol is generally blended with regular gasoline, biodiesel is blended with diesel gasoline. Both biofuel blends can be used in existing engines without modification. With modifications, diesel engines can run on 100% waste vegetable oils.

Before any of the biodiesel feedstock products can be used as fuel, they must first be processed to make them less viscous. In the process the feedstock is blended with an alcohol and a chemical catalyst. The resulting reaction produces biodiesel as an ester. One bushel of soybeans produces about 1.5 gallons of biodiesel.

Biodiesel itself can be blended with diesel gasoline in any concentration depending upon the desired emissions and driving conditions. Generally, most Canadian municipalities have been using biodiesel concentrations of 20 per cent (B20) and 50 per cent mixtures (B50). Saskatoon's BioBus project is using a B5 mixture. Some additives are required with the higher biodiesel concentrations during colder winter months to address flow issues.

Vegetable oil was used as a diesel fuel as early as 1900, when Rudolf Diesel, the inventor of the diesel engine, demonstrated that his engine could run on peanut oil. However, up until more recently biodiesel has attracted little attention except in during World War II and the energy shortages of the 1970s.

As a fuel alternative, biodiesel emits fewer GHGs, hydrocarbons and particulate matter than conventional diesel. Biodiesel is also considered readily biodegradable and non-toxic. Testing indicates that biodiesel degrades four times faster than petroleum diesel and that it can help accelerate the degradation of conventional diesel in the environment.

Research and testing has also shown that biodiesel-fuelled vehicles deliver similar torque, horsepower and kilometres per litre as conventionally-powered diesel vehicles. Depending on the feedstock used, some biodiesel blends have also been shown to reduce engine friction and wear. Finally, biodiesel does not require new refueling stations or engine modifications.

## Policy Context

Through the Kyoto Protocol, Canada is committed to reducing greenhouse gas emissions by 6 percent below 1990 levels between 2008 and 2012. A major focus for reduction efforts will be in the transportation sector which is responsible for 25% of emissions nationally.

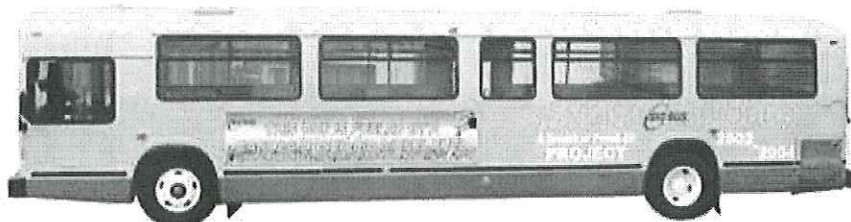


On a municipal level, more than 120 Canadian city governments have committed to reducing GHGs and acting on climate change through FCM's Partners for Climate Protection program, a national program that seeks to achieve a 20 per cent GHG emissions reduction in partner municipal operations by 2008. Halifax Regional Municipality, the City of Saskatoon and the City of Brampton are all part of the Partners for Climate Protection network.

Locally, each of the three municipalities are going through planning processes, components of which directly address municipal GHG emissions reductions. In Saskatoon, the city is undergoing a year-long system-wide study that will focus on improving transit services in the municipality. To be completed in Spring 2005, the 10-year Strategic Action Plan will support reducing fleet GHG emissions.

Brampton is also in the final stages of developing a new Transportation and Transit Master Plan. The new plan emphasizes increasing and improving the role of transit to help improve municipal air quality and reduce associated GHG emissions.

Halifax Regional Municipality (HRM) is in the midst of creating a long-term, strategic Regional Plan. One of the plan's goals is to "identify and implement opportunities and programs to reduce transportation energy consumption and emissions" to meet Kyoto and FCM targets.



*Saskatoon's Bio Bus*

## Rationale and objectives

Canadian municipalities own and operate a large fleets of vehicles for municipal operations, including light and heavy duty trucks and transit buses. Typically, these fleets are responsible for between 3% and 5% of total municipality-wide GHG emissions and consume a large amount of the 23 billion litres of diesel fuel Canada uses per year.

To reduce the overall environmental impact of fleet operations and help meet the terms of municipal and national GHG reduction strategies, many Canadian fleet operators are exploring the use of alternative fuels like biodiesel, improving operational fleet standards (e.g., reducing idling) and exploring the use of hybrid vehicles. With its low cost of implementation, significant environmental benefits and excellent operational performance, biodiesel in particular is emerging as a major GHG emission reduction tool with Canadian municipalities.

In addition to helping improve air quality and meet the country's Kyoto Protocol commitments, biodiesel production also has the potential to help diversify and improve domestic Canadian energy supplies and assist with the economic development of farming and rural communities which produce and grow the raw



materials. Although current commercial production is relatively small, increased use of biodiesel will also help grow the biodiesel refining business.

## Actions

The City of Brampton was Canada's first municipality to commit to the ongoing use of biodiesel in both transit and heavy duty fleet vehicles. Beginning in 2002, the municipality began testing the alternative fuel in 16 of its vehicles. The test vehicles were fueled with B20 biodiesel during the colder months and B50 biodiesel during the warm summer months.

Tests conducted during that time indicated that exhaust emissions were reduced by about 27 per cent with the B20 blend and by 50 to 60 per cent with the B50 blend. Vehicle operators also reported back that the biodiesel fuelled vehicles operated more smoothly and more responsively than conventionally powered vehicles.

The city is currently expanding its use of biodiesel to most of its 415 diesel burning fleet vehicles and up to 130 Brampton Transit buses.



*A biodiesel powered works truck in Brampton*

"I think [using biodiesel] makes business sense now," says Alex MacMillan, former Commissioner of Works and Transportation for the City of Brampton. "I think it leads to better health and a healthier environment...it's not simply an economic decision."

The City of Saskatoon also began exploring the use of biodiesel around the time Brampton began its work. The purpose of the Saskatoon Transit biodiesel research project is to promote the use of canola biodiesel as an environmentally friendly, renewable fuel and to gather scientific data on canola biodiesel as a fuel for public transit vehicles.

Better known as the BioBus project, the objective of the project is to conduct scientific engineering documentation using 5% biodiesel blends in Saskatoon

transit buses to determine the impact on fuel economy, engine wear, engine operation and emission implications.

The scientific study involves four buses from Saskatoon Transit Services. At any one time, two buses are using the biodiesel blend, while the other two act as control vehicles. Throughout testing, each bus is monitored using scientifically rigorous protocols and field testing procedures. The final studies final results will be released in early 2006.

For its part, Halifax Regional Municipality (HRM) began exploring the use of biodiesel in 2004. With so much prior work and experience to build on from other parts of Canada and beyond, HRM moved quickly on the issue and announced in October 2004 that the entire Metro Transit bus fleet and its three marine ferries had switched to biodiesel fuel.

"We are confident of the bio- fuel's performance and that it will deliver substantial benefits in reduction of tailpipe emissions for the Metro Transit bus fleet," says Paul Beauchamp, General Manager Fleet Services "There is a cost increase of less than 1% associated with adopting the use of B20 fuel," he adds, "and the outcomes will ensure that HRM is closer to its goal of providing a leadership role in reducing practices that contribute to global warming-mainly through greenhouse gas emissions".

The biodiesel used in the HRM project is being produced locally by Wilson Fuels, a family run business with a long history in the Maritimes. The company recently signed a \$3 million contract to supply HRM's ferries and buses and sells its biodiesel in one of the company's gas stations in Moncton, New Brunswick.

## Results

Globally, many municipalities and national governments have conducted extensive tests of biodiesel in both transit and municipal fleet vehicles. According to the Canadian Renewable Fuels Association, all results indicate that biodiesel-powered engines show reduced engine wear with no performance loss.

Many tests have concluded that the best overall results are obtained with a blend of 20 per cent biodiesel and 80 per cent conventional diesel. Tests in Brampton showed that B20 blend reduced emissions on average of 25 per cent and up to 60 per cent when using B50 blend. Total emissions reductions are influenced by vehicle use and operations and weather conditions.

Saskatoon's preliminary project research has shown that the addition of 1 to 2 per cent biodiesel in conventional diesel fuel will reduce engine wear by 40 to 50 per cent and improve fuel economy anywhere from 3 to 10 per cent. Other tests conducted by the University of Saskatchewan have shown that biodiesel reduces particulate matter emissions up to 18 per cent, carbon dioxide by 16 per cent and hydro-carbons by 11 per cent. Their research also found that each ton of biodiesel fuel saves five times its weight in diesel fuel.

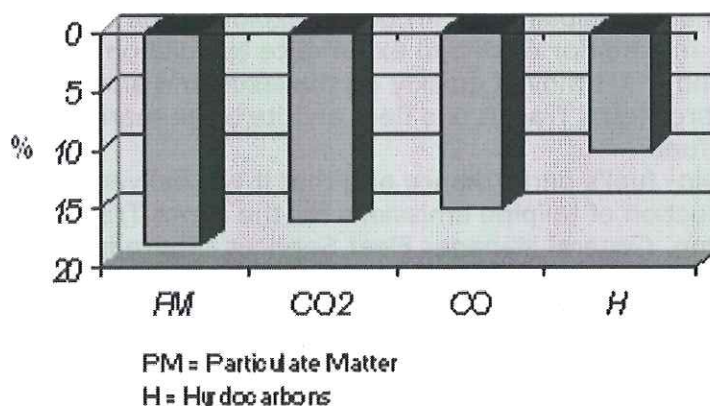
Halifax Regional Municipality had their project assessed by Environment Canada's Environmental Technology Centre in 2004. Their study found that NOx emissions reductions were negligible along with improved fuel consumption, but reported a 19 per cent reduction in total hydrocarbon emissions, and 18 to 28 per cent and Carbon Monoxide and a 15% reduction in total particulate matter. A further cost analysis in Halifax determined that the additional cost of using biodiesel was roughly two-tenths of a cent per litre.

The table below illustrates average emission reductions for B20 blend based on



the results of testing in Halifax, Saskatoon and Brampton. Technical information sheets are available through Environment Canada's Environmental Technology Centre and the University of Saskatchewan's Mechanical Engineering department and the Saskatoon Research Centre.

### **Average Emission Reductions by % (B20 blend)**



## **Participants**

In addition to the municipalities involved, various government departments, industry associations and businesses are working to expand biodiesel production and use in Canadian municipalities.

The BioBus project in Saskatoon is being coordinated by the Saskatchewan Canola Development Commission with technical research and engineering support provided by the University of Saskatchewan's Mechanical Engineering department and the Saskatoon Research Centre. Private companies have assisted with the project through the provision of technical resources and in-kind support.

Brampton's work has been supported by City Council and involved the city's Fleet Services department and City of Brampton Transit.

In Halifax, the project was first brought to the municipality by a local fuel company, Wilson's Fuels, who approached the municipality about using the fish-based biodiesel product.

## **Resources**

Brampton's original testing work was funded through regular operations budgets. This was possible due to the minimal cost differences between using regular diesel and biodiesel.

Saskatoon's BioBus scientific research project has been costed at \$240,000. The project is financed by a variety of partners, including the three orders of government, canola organizations and the private sector who provided technical assistance and in-kind services, including the biodiesel itself. Western Economic Diversification Canada has provided the bulk of project funding. The cost of the

project's first phase was \$115,000.

In Halifax Regional Municipality, all project costs were borne by the regional municipality through regular operating budgets.

## Lessons learned

Some of the lessons learned in developing biodiesel fueling programs include:

- **Find the right blend for climate conditions**
- Biodiesel performance is influenced significantly by climatic considerations. Generally, higher concentrations (e.g., B50) should be used only during warmer summer months or additives are required with the higher biodiesel concentrations during colder winter months to address flow issues.
- 
- Both Halifax and Brampton experienced gelling in extended temperatures below -20c using a B20 blend. In Brampton, gelling in the tanks could be eliminated with the use of heaters and agitators but trucks and buses not in use for one or two days this was a concern. Brampton currently uses a B5 blend in the colder winter months and switches to B20 blend in April for summer and early fall use. Halifax Regional Municipality now uses a B10 blend in January and February and switches to a B20 blend for the remainder of the year.
- **Find the right type of biodiesel**
- Brampton's municipal fleet switched from biodiesel made from waste animal fats to a vegetable blend after experiencing flow problems during the colder winter months. No formal studies were done on the different flow properties of the two types, but performance observations confirmed that vegetable biodiesel had fewer lower temperature flow issues than the animal fat biodiesel blend.
- 
- Saskatoon uses a canola biodiesel product given its availability in the region, while Halifax Regional Municipality uses a fish oil-based product for similar local availability reasons.
- **Biodiesel storage is a consideration in colder climates**
- Underground fuel storage and indoor fueling stations are an important consideration for colder winter climates. During the cold winter months, Brampton's municipal fleet has experienced some fuel flow problems with its above ground tanks and outside pumping station. The problems were such that the fleet operations temporarily switched back to conventional diesel during one particularly cold snap. On the other hand, Brampton Transit, with an underground biodiesel storage tanks and an indoor fueling station, has never experienced the same fuel flow problems.
- **Clean fuel storage tanks prior to filling with biodiesel**
- Prior to using Biodiesel for the first time it is recommended to thoroughly clean all fuel storage tanks.
- **Some minor engine modifications may improve efficiency**
- Brampton Transit experience plugging and gelling of fuel filters during the first 3 months of operation using a B20 blend. This was caused by the cleaning effect of Biodiesel. Installation of primary fuel filters were necessary on all vehicles.

- **Minor fuel consumption savings can be expected**
- Although both Halifax and Brampton have reported negligible improvements in fuel consumption, scientific research in Saskatchewan has shown that biodiesel blends of 1 to 2 per cent can give a slight improvement in fuel economy by improving fuel lubricity.

## Next steps

Phase II of Saskatoon's BioBus project is currently underway, with testing scheduled to be completed by December 2005. At that point a final technical report will be produced. The final results of the Saskatoon BioBus project will be available in early 2006 and provide additional, scientifically quantified information on the benefits of using biodiesel.

In Halifax, the municipality is expanding use of biodiesel to its fire fleet, city snow plows and heavy equipment fleet. The municipality is also researching the use of using a B100 biodiesel product for heating municipally-owned buildings. Biodiesel testing is currently also underway in a number of other municipalities across Canada , including Vancouver and Delta, BC.

The biofuel industry is also working to establish expanded production capabilities and carrying out extensive awareness and marketing programs. Some of this includes a lobbying program with the provinces and the federal government to recognize biofuels as "green fuels" which would result in decreased taxes and costs – something that would help speed municipal and consumer use of the products they argue.





*Halifax Regional Municipality's transit arm, Metro Transit, runs its entire fleet with biodiesel, including their three ferries.*



# Feedsource

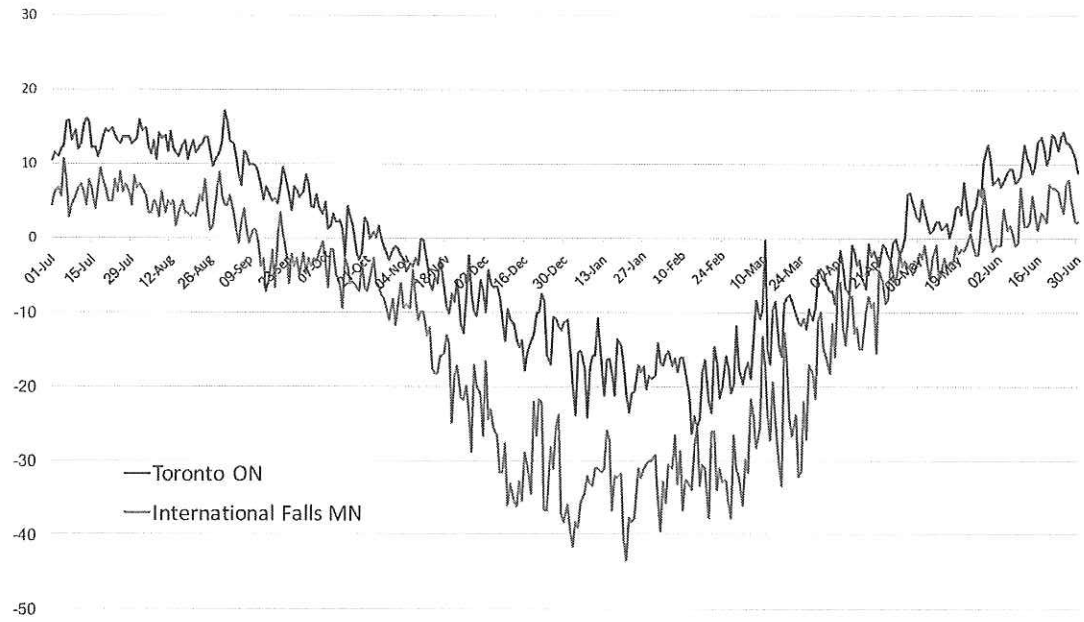
Feedstock*	Pounds used 2014 (in millions)**	GHG 4.02a CI Values***
Diesel	N/A	95
Palm	63	39
Soy	4,802	23
ICO (Inedible Corn)	970	
Canola	1,046	15
Tallow	355	9
Yellow Grease	1,074	3

\*Note: List above is not exhaustive

\*\*Source: U.S. EIA

\*\*\*Source: <http://westerncanadabiodiesel.org/biodiesel/>

Toronto ON vs Intl Falls MN (absolute minimum daily temperature 2010-16 °C)



### **Testimonials from Municipalities Using Biodiesel**

"I think [using biodiesel] makes business sense now. I think it leads to better health and a healthier environment...it's not simply an economic decision."

- Alex MacMillan, former Commissioner of Works and Transportation for the City of Brampton.

"Excellent results using a biodiesel blend with no issues."

- York Region Project Manager

"We are confident of the bio-fuel's performance and that it will deliver substantial benefits in reduction of tailpipe emissions for the Metro Transit bus fleet."

- Paul Beauchamp, General Manager, City of Halifax Fleet Services, Real Property & Asset Management

"[C]old-weather-related issues are managed through changing diesel blends, additives, and through quality control. Standards for diesel fuels of ASTM International (an international standards organization) aim to ensure proper performance and address cold weather issues."

- 2017 Report to the Minnesota Legislature (State of Minnesota is currently at B10 state-wide, moving to B20 in 2018),

**From:** Chris Bejnar  
**Sent:** 2019/03/18 2:50 PM  
**To:** MayorBrown <[MayorBrown@brampton.ca](mailto:MayorBrown@brampton.ca)>  
**Cc:** Bowman, Jeff - Councillor <[Jeff.Bowman@brampton.ca](mailto:Jeff.Bowman@brampton.ca)>; Fay, Peter <[Peter.Fay@brampton.ca](mailto:Peter.Fay@brampton.ca)>; Chris Bejnar  
**Subject:** FW: 2019 Budget Deliberations- CFBB

Good afternoon Mayor Brown and Councillor Bowman,

**Thank you for proposing a reduced tax increase for 2019-2020.** This is **welcome relief** to the **beleaguered Brampton tax payer** who have been burdened with 3% -5% property tax increases over the past several years, **well above the inflation rate!**

Although this provides short term relief, it doesn't provide a long term solution that is needed for our city.

We have levies for Infrastructure.

We have levies for transit.

We had levies for Peel Memorial Centre

Presently, the burden is on the **property owner** to subsidize the influx of population growth. We need more property tax payers (both commercial and residential), not just residents.

A landlord who owns property and receives rent **is in the "business" of providing housing**. Unlike developers who build rental accommodations, there is no "hiding" their income, or their construction, or circumventing safety by-laws. The developers must do things **"by the book"** and then report their rental income and pay property taxes to the city for the development.

Landlords who aren't developers, circumvent existing by-laws, built apartments in their basements without the proper exits, illegally alter grading, do not meet fire codes, etc. **putting tenants lives at risk!** There have been **many documented cases** of tragedies in basement apartments in this city. These landlords widen driveways illegally, don't take care of their properties. They don't report rental income on their tax returns, yet profit by reducing their mortgage payments to help pay off their homes sooner or increase their revenue, all at the expense of the homeowners that don't have a tenant (nor wish to do so). The property owner who does not have a tenant is left subsidizing the population growth and all the demands this creates.

As Jim McCarter stated in his review of Brampton's finances in 2015, there is a **direct relationship** between more residents and higher operational costs for the city.

Not only do costs go up because there are more cars using the roads, more bus drivers are needed, more garbage is being produced, more city programs are needed, more portables in schools, more hospital visits, more water usage, etc. etc. etc.

## 9.4-2

Just to educate ONE child at the Peel Board of Education, it costs over \$120,000 from Grade 1 to Grade 12. These are normal kids, not special needs children. How about all of the other costs? My property tax bill had the hospital levy yet all residents can use the facility?

We also get hit as a city because our **true population** (around 630,000) is not officially reported so government formulas short change this city.

It's about time that landlords start contributing to the prosperity of our city. CFBB's solution is for the province revise Bill 140 to allow more powers for the municipalities. The onus must be put on the homeowner to show they have registered secondary unit, not the other way around.

The province and mpac need to create separate categories for Single-Family residential (secondary unit), Semi-detached (secondary unit), townhome (secondary unit) and apply a different tax roll multiplier that would generate \$200-300 more in revenue annually. **The system is in place, so lets use it.** If there are 30,000 to 50,000 unregistered secondary units in Brampton that could translate into **\$7.5 - \$12.5 million** in annual revenues for the city. (based on \$250 per year)

A landlord collecting rent of **\$12,000 to \$15,000** of annual income can afford to part with **\$250.....right?** This way they are helping offset those operational costs that their tenants are creating?

Imagine if the same were true for car insurance and fees. Imagine drivers all taking chances driving around without insurance hoping that they would not cause an accident. **Would that system work?** Then how can we expect the existing property tax system to be sustainable? We are in a downward spiral and it doesn't look like there is a lot of money coming Queen Park or Ottawa in the foreseeable future.

**Data base sharing** between CRA, School boards and even the wireless providers like Rogers and Bell would be a great start to find many un-registered properties. If there is 4 individual Rogers accounts, if there are 6 children with different surnames, if there are 6 adults filing income tax returns all associated to one municipal address, we might have an unregistered secondary unit....right?

Once again I and **CFBB fully support secondary units** as they are a necessary form of affordable housing in many municipalities. But if you are going to have one, you must be contributing somehow to the prosperity of the city. Otherwise our city is on a downward spiral and homeowners will be facing with above inflation rate property tax increase for the foreseeable future.

**Its simply NOT far and NOT sustainable.**

## 9.4-3

As well, CFBB will also like to get an update on the status of the \$20 million that was allocated for Phase 2 of PMH and the progress of the Secondary Unit Task Force.

**Thanks!**

Chris Bejnar  
Co-Chair CFBB

Below is one of my past delegations on this same topic.

### **Delegation Budget Comments – Chris Bejnar – CFBB Co-Chair November 28, 2016**

Good evening everyone,  
My delegation tonight will focus on two important factors that impact the amount we have to pay on our residential property tax bill, unregistered secondary units and the unfair property tax levy for Healthcare.

#### **Unregistered Secondary Units**

We believe that secondary units are an important form of affordable housing that is made available to thousands of Brampton residents. Without them many would not know what to do or where to go. As Brampton is one of Canada's fastest growing cities and expecting another 290,000 residents in the next 25 years, secondary units are, and will continue to be an important and necessary form of housing in this city.

I also believe that everyone's goal is to ensure that these units are all properly registered, and most importantly offer a safe and hospitable living environment our residents.

From the much referenced McCarter report, we know that a growing population directly impacts the operational expenses of the city. We also have learned from this report that only 23% of our property tax revenue comes from the commercial industrial base and a significant 77% is made up solely from residential property taxes. It's encouraging that Council this year has moved to boost the commercial industrial base to a goal of 40%, however this will take many years if not a decades to achieve. We will still have the majority of our revenue come from the residential property tax base for many more years to come.

With Council looking at approving a tax increase of 3.6% in 2017, this is **more than double** the forecasted Canadian average inflation rate of 1.45% for 2016.

We all understand that these tax increases are to get this city back on track with many priorities like maintaining service levels, investing in infrastructure repair and replacement, as well as, enhancing core services with a focus on transit. I would



## 9.4-4

imagine that these initiatives are for **ALL** residents, and not just the property taxpayers of the city.

So if Brampton's main revenue source is primarily from residential property taxes, I think we can all agree that this makes our City more vulnerable to the effects of having a significant population living in unregistered residential secondary units. Do we really know the numbers?

What we do know is that a landlord is in the rental business. Just like Peel Housing or private developers are also in the rental business, they are mandated to design, build and maintain a safe and clean living environment for their tenants. I'm sure we can spend a good hour or so going over all the by-laws and building code standards and permits that are required for constructing residential homes in this city. By collecting rent, you now have an income property, a property that should be accessed at a higher rate by **mpac**. An income property that benefits the landlord financially with lower mortgage payments or extra monthly income.

By not registering their unit or reporting their rental income, the private landlords are not contributing their share to the delivery of education, city services, and infrastructure costs in this city. It is because they are taxed in exactly the same way as the property tax taxpayer that does not have a secondary unit in their home. Is that really a fair system? Is it a sustainable system for the long term?

I believe that part of our problem is that we've allowed this issue to go on for so long investors are not treating the registration process seriously. By-Law enforcement has not kept pace or structured their department to look for violations during evening and weekends. We need to start realizing that the situation will only get worse, the anger of taxpayers will only become stronger and the future delivery of city services will be challenged.

So how can the taxpayers and citizen groups of this City assist Council for the advocacy of a revamped property tax system to organizations such as **mpac** and **AMO**. After all, it was the Province who passed Bill 140 banning Municipalities from making secondary units illegal. Passing a bill without offering any assistance to the municipalities for funding, sharing of information or new legal powers. It has left municipalities that receive a large percentage of residential tax revenue such as Brampton at a real disadvantage. It has pitted neighbours against each other, created an unfair tax burden on the majority of households, will affect the quality of delivered services and we will see above inflation tax increases for the foreseeable future. We need the investors and landlords in this city to finally realize that they contributing significantly to our higher property taxes. We need the landlords and investors of this city to realize that they need to pay their fair share to the future prosperity of Brampton.

### **Tax Levies**

We've had an unfair tax levy put onto the property tax payers of the city to fund Phase 1 of the new Peel Memorial Healthcare facility in Brampton. A levy that only applies to the property owners in the city, yet allows anyone who lives here as a resident to benefit. In the past, the responsibility for building healthcare facilities has been the responsibility of the province, placing such facilities in areas of high growth and demand.

## 9.4-5

So why is it that the taxpayers of Toronto did not require a property tax levy for William Osler's Etobicoke General Hospital redevelopment that's currently underway, yet Brampton taxpayers did?

According to a statement from William Osler, the \$330 million contract price will involve the construction of a new four-storey tower, will add approximately 250,000 square feet of space to the existing facility and house the services most urgently needed by the Etobicoke community.

Are we supposed to be grateful to the Province for its recent announcement to finally open all 608 beds at Brampton Civic? A delay that affected the quality of our healthcare and labelled Brampton as one of the lowest ranked major cities for healthcare in the country?

What will the purchasing power of our hard earned tax dollars be in 8-10 years for the remaining \$20 million of the \$60 million tax levy when required?

How about the tens of millions of precious tax dollars that will be wasted because of the decision to build Peel Memorial as a multi-phase project? This should have been planned as a full service hospital right from the beginning based on many years of research.

We need this Council to aggressively call out the province for the poor planning of healthcare in Brampton and to immediately call on the Province to begin the RFP process for a **fully funded** Phase 2 of Peel Memorial that will include a second ER and a minimum of 200+ in-patient beds. It's about time we start to become a bit more aggressive with this government or any future provincial government for the needs of our diverse, dynamic and growing city. We are the 9<sup>th</sup> largest city in Canada and 3<sup>rd</sup> largest city in the GTHA. We have seen growth that is unmatched by any other Top 10 city. The citizens of Brampton generate hundreds of millions of tax revenues to both the Provincial and Federal governments. So why do we continue to graciously accept inadequate funding for transit, healthcare and infrastructure that does not allow for this city to properly compete for investment dollars with our neighbouring municipalities. We can't afford to keep funding these Provincial responsibilities with tax levies onto the property tax payers of this city.

Thank you

Chris Bejnar Co-Chair CFBB

**From:** George Startup  
**Sent:** 2018/12/10 7:20 PM  
**To:** Sutton, David <[David.Sutton@brampton.ca](mailto:David.Sutton@brampton.ca)>  
**Subject:** 2019 Budget.

Dear Mr Sutton,

With the 2019 Budget review process underway, I'm sure that staff are looking into ways to save, and cut back on city taxes.

I and I'm sure many other have in the past contributed their few cents worth to assist staff in this task. This Budget process is no different.

I suggest the following.

- Although this is small change, the Term of Council expense accounts 2014 - 2018 should be reviewed ;  
The Expense allowance is currently \$25200 per term. Actual spending vary from \$4191.00 to \$17,276. Avg., = \$8800.00 about.  
Councillor expense allowance could be cut back to \$10,000 , saving \$152,000 per term.

\_ the Mayors expenses should also be reviewed. \$45839.82 was expensed 2014 - 2018.

- A review of what is and what is not allowed, while some expenses appear to be excessive on Internet / Home Office /Phones another provides a lot to cultural Soccer club. Gifts and money to charities must be defined.

- It should be looked into, if the practice of paying consulting fees to staff, if assigned to another department. This could be called double dipping ?

- I fully support User Fees.

- Then there is the Regional councillor expenses, similar excessive spending to favourite groups. ( although not a City issue )

- No more Trade Missions, it is expected that the new mayor and council will wish to travel. The global economy is currently in a turmoil, and besides taxpayers can't afford junket trips. Check past trips for what has actually been achieved. Zero ?

Basement Apartment dwellers , should start paying property taxes. What ever happened to the committee that was formed last year, our services are hurting i.e. hospital wait times, education, water / waste, by-law / enforcement costs, and more.

Freeze hiring & salaries. No more summer help unless necessary

## 9.5-2

Put a firm control on Grants. No more BSCA.

There's an old saying, "look after the pennies and the dollars will take care of themselves "

Rergards, George Startup C.C. / Q.A.

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[Français](#)

**Municipal Act, 2001**

**ONTARIO REGULATION 75/01**

**TAX MATTERS — PROPERTY TAX BILLS**

**Consolidation Period:** From May 11, 2017 to the [e-Laws currency date](#).

Last amendment: [135/17](#).

Legislative History: [ + ]

***This is the English version of a bilingual regulation.***

**Application of regulation**

1. (1) This Regulation sets out the form and content required for tax notices under section 343 of the Act. O. Reg. 301/03, s. 2 (1).

(2) A tax notice set out in Schedule 1, 2 or 3 may be provided in English only, in French only or bilingually. O. Reg. 216/15, s. 1.

**Tax notices required**

2. (1) Tax notices for all classes of properties shall include the information required under sections 3 to 9, presented in Schedule 1 in the areas of that Schedule required by those sections, in accordance with those sections. O. Reg. 75/01, s. 2 (1).

(2) Tax notices for properties classified in the residential property class, farm property class, the managed forests property class or the pipe line property class shall also include the information required under sections 10 to 14 with respect to tax changes, presented in the areas of Schedule 2 required by those sections, in accordance with those sections. O. Reg. 75/01, s. 2 (2); O. Reg. 301/03, s. 3 (1).

(3) A tax notice may set out Schedules 1 and 2 on the same page and, if it does, the information required under section 11 need not be included. O. Reg. 75/01, s. 2 (3).

(4) Tax notices for properties classified in the multi-residential property class, the commercial classes or the industrial classes to which Part IX of the Act applies shall also include the information set out in sections 15 to 19 with respect to property tax calculations, presented in the form set out in Schedule 3, in accordance with those sections. O. Reg. 75/01, s. 2 (4); O. Reg. 324/01, s. 1; O. Reg. 301/03, s. 3 (2).

(5) A tax notice may set out Schedules 1 and 3 on the same page and, if it does, the information required under section 16 need not be included. O. Reg. 75/01, s. 2 (5).

(6) A tax notice may set out Schedules 2 and 3 on the same page and, if it does, the information set out in both schedules need not be included twice. O. Reg. 75/01, s. 2 (6).

(7) A tax notice may set out Schedules 1, 2 and 3 on the same page and, if it does, the information required under sections 11 and 16 need not be included. O. Reg. 75/01, s. 2 (7).

(8) Unless otherwise specified in this Regulation, the tax notices shall include all the headings, words and notes that appear in Schedules 1, 2 and 3 and the appropriate year shall be inserted where "YYYY" appears. O. Reg. 75/01, s. 2 (8); O. Reg. 216/15, s. 2.

### TAX NOTICES FOR ALL CLASSES OF PROPERTY — SCHEDULE 1

#### Identifying information

3. (1) The following bill identifier information shall be in the following areas, as set out in Schedule 1:

1. The name of the issuing municipality, in area "1.1".
2. The words "tax bill" shall be prominently set out, in area "1.2".
3. The nature of the bill and the taxation year to which it applies, in area "1.3". For example, "Final 2001".
4. The date that the notice is given, in area "1.4". O. Reg. 75/01, s. 3 (1); O. Reg. 216/15, s. 3.

(2) The following taxpayer and property identifying information shall be in the following areas, as set out in Schedule 1:

1. The assessment roll number, in area "2.1".
2. Any applicable municipal account identification information, in area "2.2".
3. Any information about mortgages and mortgage firm information, in area "2.3".
4. Mailing information, in area "2.4".
5. The legal owner and legal description of the property and the civic address of the property, if available, in area "2.5".  
O. Reg. 75/01, s. 3 (2).

#### Assessment, municipal tax and education tax information

4. (1) The following assessment information shall be included in the following areas, as set out in Schedule 1:

1. The tax class or tax class code for the property or portion of property that is the subject of the bill, in area "3.2.1". It shall match the code for that property or portion as listed on the assessment notice and a separate code shall be listed for each property or portion of property that is treated separately on the bill.
2. The value of each property or portion of property that is the subject of the bill, in area "3.2.2" opposite the code for that property or portion of property. O. Reg. 75/01, s. 4 (1).

(2) The following municipal tax information shall be in the following areas, as set out in Schedule 1:

1. A heading identifying the levying municipality, in area "3.3.1". The heading may set out "municipal levies" or its French equivalent or substitute for the word "municipal" the name, municipal status or tier level of the levying municipality, as in "London Levies", "City Levies" or "Lower-tier Levies" or their French equivalents.



2. A description of each rate for municipal purposes applied to the property or portion of property set out and labelled separately, in area "3.3.2". A code may be set out instead of a full description if the tax bill package also includes a document providing a full description for each code.
3. The municipal tax rate that corresponds to each description set out in area "3.3.2", opposite to the description, in area "3.3.3".
4. The amount to be paid for municipal purposes, based on each rate, in area "3.3.4".
5. The sum of all amounts payable for municipal purposes, in area "3.3.5".
6. A municipality within a two tier structure shall list the lower and upper-tier rates and levies separately. Such a municipality may use separate columns for the two tiers so long as the columns are set out and labelled in accordance with paragraphs 1 to 5. O. Reg. 75/01, s. 4 (2).

(3) The following education tax information shall be included in the following areas of Schedule 1:

1. The rate applied to the property or portion of property for education purposes, in area "3.4.1".
2. The amount to be paid for education purposes, based on each rate, in area "3.4.2".
3. The sum of all amounts payable for education purposes, in area "3.4.3". O. Reg. 75/01, s. 4 (3).

#### **Special charges and credits**

5. The following information about special charges and credits shall be set out in the following areas of Schedule 1:

1. A description of each charge or credit, in area "4.2.1".
2. The amount of each charge or credit, in area "4.2.2" opposite to the description in area "4.2.1", with the charges set out as positive amounts and the credits set out as negative amounts.
3. The sum of the charges and credits, in area "4.2.3". O. Reg. 75/01, s. 5.

#### **Current value assessment phase-in adjustment**

6. (1) Any of the following current value assessment phase-in adjustments for the residential property class, the farm property class, the managed forests property class or the pipe line property class shall be set out in the area 5.0 of Schedule 1:

1. The taxes that would have been levied, but for the phase-in, calculated using full current value assessment.
2. The number of years of the phase-in program.
3. The current year's phase-in adjustment.
4. The current year's adjusted taxes. O. Reg. 75/01, s. 6 (1); O. Reg. 301/03, s. 4.

(2) The municipality may also set out in area "5.0" any other details with respect to calculating the phase-in it considers appropriate. O. Reg. 75/01, s. 6 (2).

#### **Summary information**

7. (1) The following summary information shall be set out in the following areas of Schedule 1:

1. The word "Summary", in area "6.1".
2. The tax levy subtotal for municipal and education, in area "6.2.1".
3. Any special charges and credits applicable to the tax treatment of the property or portion of property that is the subject of the tax bill, in area "6.2.2".
4. If there is a phase-in under section 318 of the Act, the same heading used under paragraph 3 of subsection 6 (1), in area

"6.2.3".

5. The current year's tax cap adjustment, in area "6.2.4".

6. The current year's final taxes, in area "6.2.5".

7. The interim billing, in area "6.2.6".

8. The total amount due, in area "6.2.8". O. Reg. 75/01, s. 7 (1); O. Reg. 301/03, s. 5; O. Reg. 216/15, ss. 4, 5.

(2) A municipality may also include the past due or credit amount, as of a specified date, in area "6.2.7", in its discretion.  
O. Reg. 170/01, s. 1.

#### **Instalment and payment information**

8. The following information shall be set out below or on either side of the designated areas of Schedule 1:

1. A list of all instalments, identifying the amount and the due date for each instalment.

2. The municipality's interest and penalties policy for late payments and overdue accounts.

3. Any other information concerning payments or account information. O. Reg. 75/01, s. 8; O. Reg. 170/01, s. 2.

#### **Payment stubs**

9. Payment stubs shall be set out at the bottom or on either side of Schedule 1 or on a separate page and shall contain the following information set out in any manner:

1. The roll number of municipal account number for identification purposes.

2. The amount to be paid.

3. The due date for that amount.

4. The name of the issuing municipality. O. Reg. 75/01, s. 9; O. Reg. 170/01, s. 3.

### **EXPLANATION OF TAX CHANGES — SCHEDULE 2 RESIDENTIAL, FARM, MANAGED FORESTS AND PIPE LINE CLASSES**

#### **Heading**

10. (1) The heading "Explanation of Tax Changes" shall be prominently displayed at the top of Schedule 2. O. Reg. 75/01, s. 10 (1); O. Reg. 216/15, s. 6.

(2) Immediately below the heading, the years to be compared shall be identified. O. Reg. 75/01, s. 10 (2).

(3) The property class or classes of the property or portion of property shall be set out in area "1.1". O. Reg. 75/01, s. 10 (3).

#### **Identifying information**

11. The following identifying information shall be set out in the following areas of Schedule 2:

1. Clear identification of the issuing municipality, in area "1.2".

2. The assessment roll number, in area "1.3".

3. The name of the legal owner, in area "1.4".

4. The owner's civic or mailing address, in area "1.5".

5. The legal description of the property, in area "1.6". O. Reg. 75/01, s. 11.

#### **Tax change summary information**

**12.** The following tax change summary information shall be set out in the following areas of Schedule 2:

1. The amount of the previous year's final levies, in area "2.1".
2. The amount of the current year's final levies, in area "2.2".
3. The difference between the amounts set out in paragraphs 1 and 2, showing clearly whether the change is positive or negative, in area "2.3". O. Reg. 75/01, s. 12; O. Reg. 170/01, s. 4.

**Explanation of tax changes**

**13.** The following information explaining the tax changes shall be set out in the following areas of Schedule 2:

1. The amount of the previous year's final levies, in area "3.1".
2. The amount of the previous year's annualized taxes, in area "3.2".
3. The amount of the current year's levy change, showing clearly whether the change is positive or negative, in area "3.3".
4. If the municipality is part of an upper-tier municipality, the amount of the current year's levy change for the upper-tier municipality, in area "3.4". If it is not, this item shall not be included in the tax notice.
5. The amount of the current year's provincial education levy change, in area "3.5".
6. The amount of the change in the tax that is attributable to the impact of current value reassessment, in area "3.6".
7. The amount of the current year's final levies, in area "3.7". O. Reg. 75/01, s. 13; O. Reg. 170/01, s. 5; O. Reg. 301/03, s. 6; O. Reg. 66/17, s. 2.

**Current year's levy change**

**13.1** For the purposes of paragraph 3 of section 13, the amount of the current year's levy change for a property is determined by subtracting the product of the notional tax rate determined under subsection 13.2 (1) and the assessment of the property for the current year from the amount of the current year's final levies as described in paragraph 2 of section 12. O. Reg. 66/17, s. 3.

**Notional tax rate**

**13.2 (1)** For the purposes of section 13.1, the notional tax rate for a property is determined in accordance with the following rules:

1. For every general or special municipal levy for the previous year that applied to property in the municipality, determine the previous year's levy amount under subsection (2).
2. For each levy, determine the total weighted assessment for the municipality by adding the weighted assessment for the taxation year, as determined under subsection (10), for each property class to which the levy applied.
3. For each levy, determine the residential rate to raise the previous year's levy by dividing the previous year's levy amount, referred to in paragraph 1, by the total weighted assessment determined under paragraph 2.
4. For each levy, determine a class rate to raise the previous year's levy for each property class for the taxation year by multiplying the residential rate to raise the previous year's levy, as determined under paragraph 3, by the tax ratio for the property class for the taxation year.
5. For each property, the notional tax rate to raise the previous year's levies is the sum of the class rates to raise the previous year's levy, as determined under paragraph 4, for each levy that applies to the property. O. Reg. 66/17, s. 3.

(2) For the purposes of paragraph 1 of subsection (1), the previous year's levy amount shall be determined in the following manner:

1. Apply the tax rate for the previous year for each general or special municipal levy to the total assessment for property to which the levy applied as determined under subsection (3).
2. The previous year's levy amount is the sum of the amounts determined under paragraph 1 for the property classes. O. Reg. 66/17, s. 3.

(2.1) For the 2017 taxation year, the tax rate for the previous year for each general or special municipal levy for the commercial property class shall be used as the tax rate for the previous year for each general or special municipal levy for the landfill property class for the purposes of paragraph 1 of subsection (2). O. Reg. 135/17, s. 1.

(3) For the purposes of paragraph 1 of subsection (2), the total assessment for property to which the levy applies is determined by taking the sum of the assessments for the previous year for each property to which the levy applies and adjusting for the sum of changes in assessment that would produce the changes in municipal taxes referred to in paragraphs 2 and 3 of subsection 318 (6) of the Act. O. Reg. 66/17, s. 3.

(4) Subject to subsection (5), a municipality, other than a lower-tier municipality, may pass a by-law in a year opting to have subsections (7) to (9) apply for the year. O. Reg. 66/17, s. 3.

(5) Before passing a by-law under subsection (4), a municipality shall send a copy of its projected calculations for the year under subsections (7) to (9) to the Minister of Finance. O. Reg. 66/17, s. 3.

(6) An upper-tier municipality may, by by-law passed before February 28 of the year, or before April 30 if the year is 2017, delegate to each of its lower-tier municipalities the authority to pass a by-law under subsection (4) in respect of levies for lower-tier purposes. O. Reg. 66/17, s. 3.

(7) A municipality that has passed a by-law under subsection (4) shall adjust the total assessment for property in a property class in the municipality as determined under subsection (3) so that the total assessment for property in a property class in the municipality excludes changes to the tax roll for the previous year resulting from one or more of the following events, except as provided by subsection (8):

1. A correction under subsection 32 (1.1) of the *Assessment Act*.
2. An assessment under subsection 32 (4) of the *Assessment Act*.
3. A reconsideration under section 39.1 of the *Assessment Act*.
4. An appeal under section 40 of the *Assessment Act*.
5. An application under section 46 of the *Assessment Act*. O. Reg. 66/17, s. 3.

(8) Subject to subsection (9), if an event listed in paragraphs 3 to 5 of subsection (7) changes the assessed value of a property because of one of the following types of changes, the change to the assessed value of the property shall, despite subsection (7), be included in the total assessment for property in the property class:

1. A change with respect to which an additional assessment of land is made under section 33 or 34 of the *Assessment Act*.
2. A change to the state or condition of land that results in the assessment made under section 36 of the *Assessment Act* for the taxation year differing from the assessment for the previous taxation year.
3. A change in the classification of land, except under section 30, 34 or 38 of Ontario Regulation 282/98 (General) made under the *Assessment Act*.
4. A change in the status of land from taxable to tax-exempt or vice-versa.

5. A change in the valuation approach with respect to whether land is eligible for assessment under section 19.0.1 of the *Assessment Act*. O. Reg. 66/17, s. 3.

(9) A change to the assessed value of a property referred to in subsection (8) shall be excluded from the total assessment for property in the property class if the current value of the property for the previous taxation year immediately preceding the first year to which the most recent general reassessment applied is also changed under section 39.1, 40 or 46 of the *Assessment Act*. O. Reg. 66/17, s. 3.

(10) For the purposes of paragraph 2 of subsection (1), the weighted assessment for the taxation year for each property class to which the levy applies is calculated by using the formula,

$$C \times D$$

in which,

"C" is the sum of the assessments for the taxation year for properties to which the levy applies in the property class to which the levy applies,

"D" is the tax ratio for the property class for the taxation year.

O. Reg. 66/17, s. 3.

(11) For the purposes of subsection (10), the assessment for a taxation year for a property in a property class shall be reduced by the same percentage of the assessment as the percentage reduction, if any, under section 313 of the Act in the tax rate applicable to the property for the taxation year. O. Reg. 66/17, s. 3.

(12) Despite paragraph 5 of subsection (1), if the *Municipal Extra Territorial Tax Act* applies to the property, the previous year's notional tax rate is the sum of the class rates for the previous year, as determined under paragraph 4 of subsection (1), for the applicable property class. O. Reg. 66/17, s. 3.

#### No other information

14. No other information field shall be added to Schedule 2. O. Reg. 75/01, s. 14.

### EXPLANATION OF PROPERTY TAX CALCULATIONS — SCHEDULE 3 MULTI-RESIDENTIAL, COMMERCIAL AND INDUSTRIAL CLASSES

#### Heading information

15. (1) The heading "Explanation of Property Tax Calculations" shall be prominently displayed at the top of Schedule 3. O. Reg. 75/01, s. 15 (1); O. Reg. 216/15, s. 7.

(2) Immediately following the heading, the current tax year shall be identified. O. Reg. 75/01, s. 15 (2).

(3) The property class or classes of the property or portion of property shall be set out in area "1.1". O. Reg. 75/01, s. 15 (3); O. Reg. 216/15, s. 8.

#### Identifying information

16. The following identifying information shall be set out in the following areas of Schedule 3:

1. Clear identification of the issuing municipality, in area "1.2".
2. The assessment roll number, in area "1.3".
3. The assessed owner, in area "1.4".

4. The owner's civic or mailing address, in area "1.5".

5. The legal description of the property, in area "1.6". O. Reg. 75/01, s. 16.

#### Tax and billing summary information

17. (1) The following tax and billing summary information shall be set out in the following areas of Schedule 3:

1. The taxes for the current year, if the limits set out in Part IX of the Act do not apply, calculated using full current value assessment, in area "2.1".

2. The current year's adjusted taxes, in area "2.2". O. Reg. 75/01, s. 17 (1); O. Reg. 170/01, s. 6; O. Reg. 301/03, s. 7.

(2) The summary information set out in subsection (1) may be set out separately for the commercial classes, the industrial classes and the multi-residential property class. O. Reg. 75/01, s. 17 (2).

#### Explanation of tax calculation

18. (1) The following tax calculation information shall be set out in the following areas of Schedule 3:

1. The total amount specified under area "2.1", in area "3.1".

2. The annualized taxes for the previous year, in area "3.2".

3. The tax cap amount for the year, in area "3.3".

4. The change in the provincial education levy, in area "3.4".

5. The change in the municipal levy, in area "3.5".

6. The adjusted taxes for the year, in area "3.6". O. Reg. 75/01, s. 18 (1); O. Reg. 170/01, s. 7.

(2) The summary information set out in subsection (1) shall be set out separately for the commercial classes, the industrial classes and the multi-residential property class. O. Reg. 75/01, s. 18 (2).

#### No other information

19. No other information shall be added to Schedule 3. O. Reg. 75/01, s. 19.

20. REVOKED: O. Reg. 301/03, s. 8.

### SCHEDULE 1 TAX BILL

<b>TAX BILL</b>		1.3
1.2		
1.1		Billing Date
		1.4
Roll No.		
2.1	2.2	



2.3						
2.4				2.5		
3.2 Assessment		3.3 Municipal			3.4 Education	
Tax Class	Value	3.3.1	Tax Rate (%)	Amount	Tax Rate (%)	Amount
3.2.1	3.2.2	3.3.2	3.3.3	3.3.4	3.4.1	3.4.2
Sub Totals		Municipal Levy		3.3.5	Education Levy	3.4.3
4.1 Special Charges/Credits				6.1 Summary		
				Tax Levy Sub-Total (Municipal + Education)		6.2.1
				Special Charges/Credits		6.2.2
						6.2.3
4.2.1	4.2.2	5.0		(YYYY) Tax Cap Adjustment		6.2.4
				Final (YYYY) Taxes		6.2.5
				Less Interim Billing		6.2.6
				Past Due/Credit (As of MM/DD/YYYY)		6.2.7
Total	4.2.3			Total Amount Due		6.2.8

O. Reg. 216/15, s. 9.

SCHEDULE 2  
EXPLANATION OF TAX CHANGES

Explanation of Tax Changes		
YYYY To YYYY		
	Property Class (es)	1.1
	Municipality	
	1.2	
	Roll No.	
	1.3	

	1.4		
	1.5		
	1.6		
	Final YYYY Levies		Final YYYY Levies
	2.1		2.2
		Total Year over Year Change	
		2.3	
Explanation of Tax Changes			
	Final YYYY Levies	3.1	
	* YYYY Annualized Taxes	3.2	
	YYYY Local Municipal Levy Change	3.3	
	YYYY Upper-Tier Municipal Levy Change	3.4	
	YYYY Provincial Education Levy Change	3.5	
	YYYY Tax Change Due to Reassessment	3.6	
	** Final YYYY Levies	3.7	
	*An annualized tax figure is used in this analysis to compensate for mid-year adjustments in tax treatment or assessment value. If a property did not have any mid-year adjustments, the annualized taxes should equal the Final YYYY levies listed above.		
	**Final levy amount applies only to the property or portion(s) of property referred to in this notice and may not include some special charges and credit amounts.		

O. Reg. 216/15, s. 9.

SCHEDULE 3  
EXPLANATION OF PROPERTY TAX CALCULATIONS

<b>Explanation of Tax Calculations</b>	
YYYY Taxation Year	
	Property Class (es) 1.1
	Municipality

	1.2	
	Roll No.	
	1.3	
	1.4	
	1.5	
	1.6	
	Total YYYY CVA Taxes	YYYY Adjusted Taxes
	2.1	2.2
Calculation for Adjusted Taxes		
	YYYY CVA Taxes	3.1
	*YYYY Annualized Taxes	3.2
	YYYY Tax Cap Amount	3.3
	YYYY Provincial Education Levy Change	3.4
	YYYY Municipal Levy Change	3.5
	**YYYY Adjusted Taxes	3.6
	*An annualized tax figure is used in this analysis to compensate for mid-year adjustments in tax treatment or assessment value.	
	**Adjusted tax amount applies only to the property or portion(s) of property referred to in this notice and may not include some special charges and credit amounts or levies that are not part of the capping calculation.	

O. Reg. 216/15, s. 9.

Français



## **HISTORIC AND FORECAST REVENUE**

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Permit and development charge revenue is anticipated to offset some of the operational costs in consideration of the 2019 – 2021 budget cycle. During the budget deliberations a request was made, by Council, to see the historic trends in development (permit) and development charge (DC) revenue.

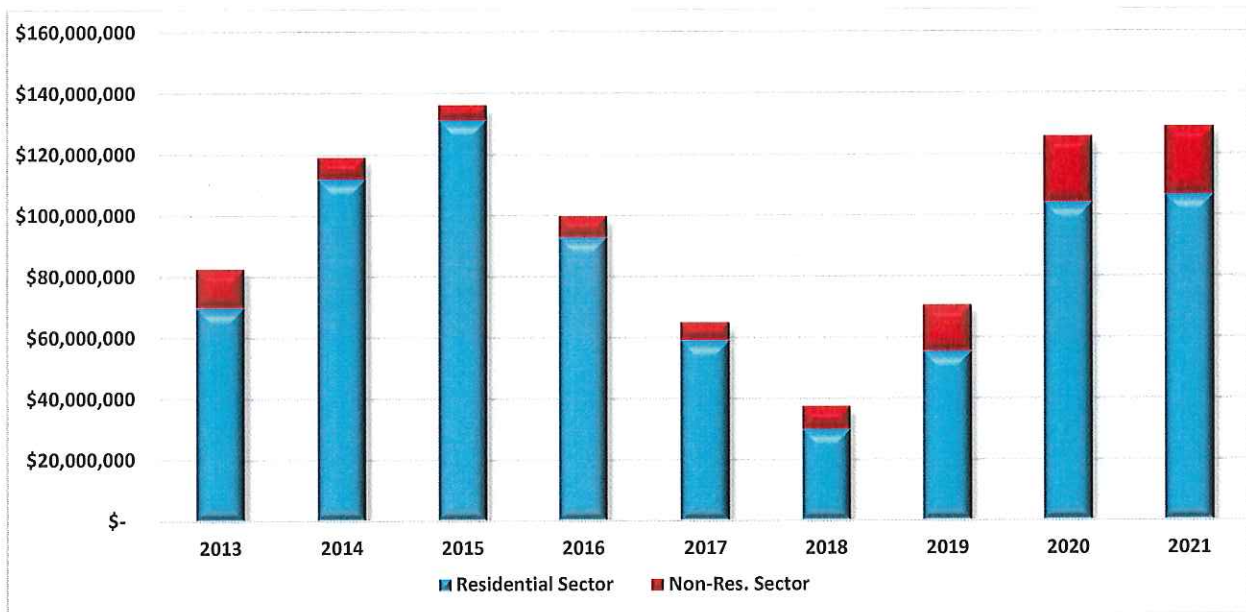
The following information is being provided in response to the request.

Figure 1: 5 year development charges actual collections and 3 year forecast

Figure 2: 5 year permit issuances and 3 year permit projection

Figure 3: 3 year projection of building permit revenue

**Figure 1: Actual DC Collections (2013-2018) and Forecast (2019-2021)**



**Figure 2: Actual Residential Permit Issuances (2013-2018) and Forecast (2019-2021)**

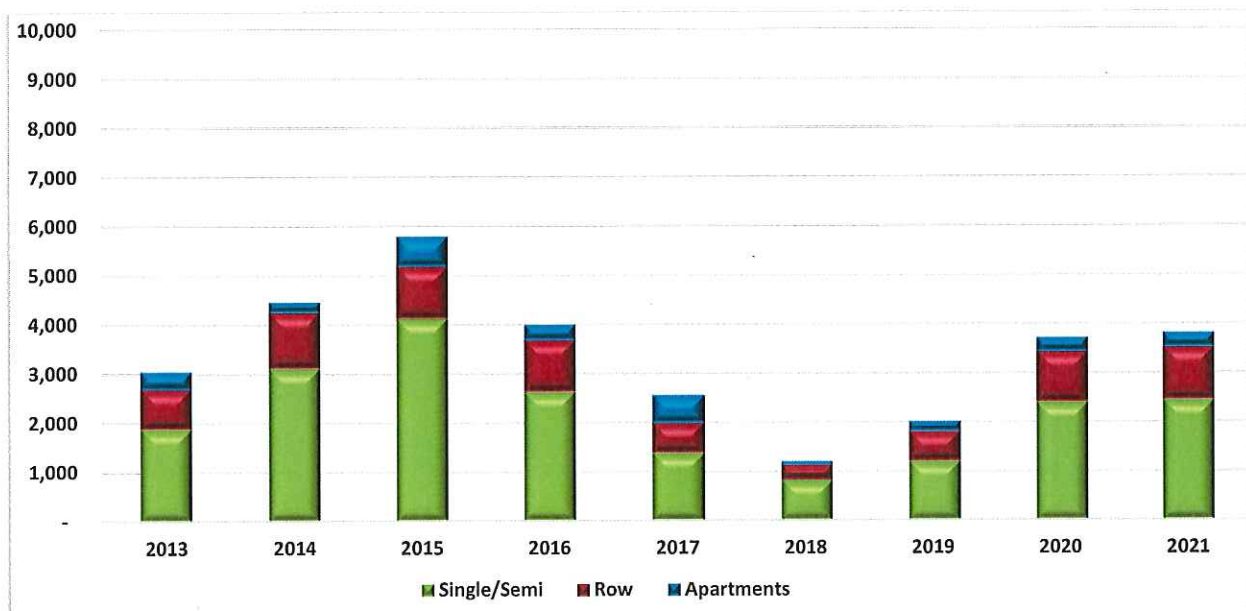




Figure 3: 3 year projection of building permit revenue



**Planning & Development Services**  
**BUILDING DIVISION**

**PROJECTED REVENUES – YEAR 2019**

	Projected		2020	2021
	Units/m <sup>2</sup>	Revenue	Revenue	Revenue
<b>RESIDENTIAL</b>				
Single/Semi	1200 @ \$2,300	\$2,760,000	\$5,823,600	\$5,823,600
Towns/Multi	810 @ \$1,900	\$1,539,000	\$1,795,500	\$1,795,500
2nd Unit	700 @ \$1,000	\$700,000	\$550,000	\$550,000
Certified Models	63 @ \$3,200	\$201,000	\$347,700	\$347,700
Revisions & Site Services	278 @ \$350	\$97,300	\$78,400	\$78,400
Misc Residential	1100 @ \$300	\$330,000	\$432,900	\$432,900
<b>Residential Subtotal</b>		<b>\$5,627,300</b>	<b>\$9,028,100</b>	<b>\$9,028,100</b>
<b>INDUSTRIAL</b>				
New & Addition	312000 @ \$7	\$2,137,200	\$1,905,670	\$1,959,100
Unit Finish and Alterations	237 @ \$2,800	\$663,600	\$652,400	\$652,400
<b>Industrial Subtotal</b>		<b>\$2,800,800</b>	<b>\$2,558,070</b>	<b>\$2,611,500</b>
<b>RETAIL - COMMERCIAL</b>				
New & Addition	51000 @ \$8	\$387,600	\$392,160	\$323,760
Unit Finish and Alterations	333 @ \$780	\$259,740	\$263,640	\$263,640
<b>Retail Subtotal</b>		<b>\$647,340</b>	<b>\$655,800</b>	<b>\$587,400</b>
<b>OFFICE - COMMERCIAL</b>				
New & Addition	48600 @ \$26	\$1,263,600	\$1,031,940	\$842,400
Unit Finish and Alterations	246 @ \$550	\$135,300	\$128,700	\$128,700
<b>Office Subtotal</b>		<b>\$1,398,900</b>	<b>\$1,160,640</b>	<b>\$971,100</b>
<b>INSTITUTIONAL</b>				
New & Addition	49700 @ \$20	\$969,150	\$980,850	\$809,250
Unit Finish and Alterations	167 @ \$750	\$125,250	\$129,000	\$129,000
<b>Institutional Subtotal</b>		<b>\$1,094,400</b>	<b>\$1,109,850</b>	<b>\$938,250</b>
<b>Signs Permanent</b>	320 @ \$650	\$208,000	\$200,200	\$200,200
<b>SUBTOTAL (PERMIT FEES)</b>		<b>\$11,776,740</b>	<b>\$14,712,660</b>	<b>\$14,336,550</b>
<b>Signs (Portable)</b>	1866 @ \$125	\$233,250	\$278,250	\$278,250
<b>Building Permit Administration</b>		\$78,183	\$300,000	\$300,000
<b>General Recoveries</b>		\$200,000	\$200,000	\$200,000
<b>SUBTOTAL (OTHER REVENUE)</b>		<b>\$511,433</b>	<b>\$778,250</b>	<b>\$778,250</b>
<b>TOTAL REVENUE</b>		<b>\$12,288,173</b>	<b>\$15,490,910</b>	<b>\$15,114,800</b>

\*2020/21 projections based on rolling 5year average and Hemson development projections